

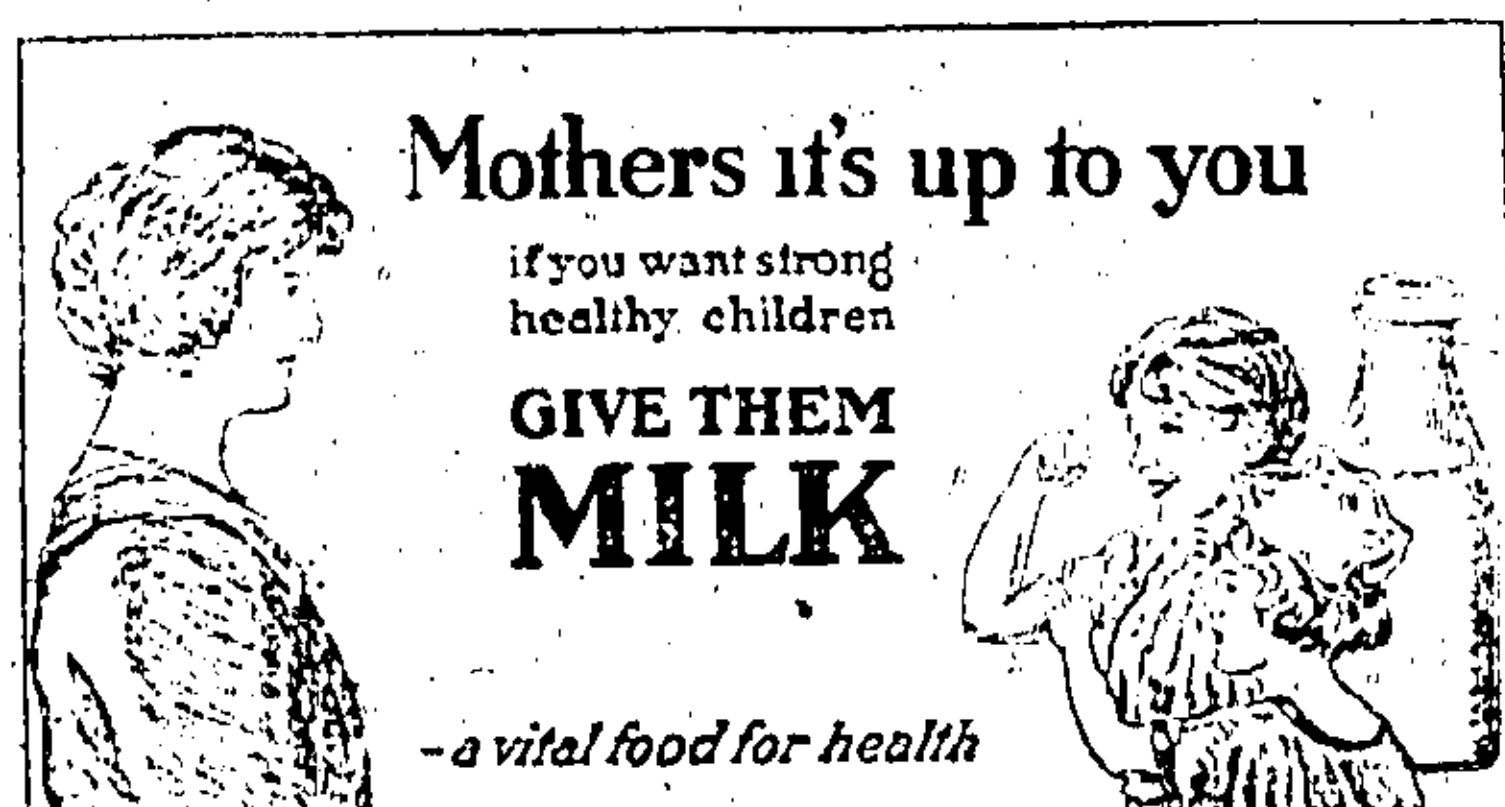
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WAR-CRIPPLED EUROPE.

POTENTIALITIES OF THE EMPIRE.

SIR A. SHIRLEY BENN AND TRADE.

At the sixty-third annual meeting of the Association of British Chambers of Commerce at the Hotel Victoria, London, on April 18th, when there were nearly 400 delegates present, Sir Arthur Shirley Benn, M.P., in his presidential address, said that it was their duty to see that the business point of view was properly presented to the Government of the day. (Hear, hear.) There could not be a more important function than that in a country which lived by commerce, as we did, and just now it was of peculiar importance, partly because the reactions of politics and legislation upon industry were never so speedy or so devastating, and partly because since the war some Government departments all the world over had got it into their heads that they could run any man's business better than the man himself. There was every need for the commercial interests of Great Britain to make their views not merely known but felt. (Hear, hear.) The Association of British Chambers of Commerce looked at the world from a British angle and with the determination to safeguard and promote British interests. "So looked at, the world of to-day, I am bound to admit, does not present a very cheering aspect," said Sir Arthur. "But I again emphasise our British character and our British outlook. May it not be that we shall find compensation for the economic chaos in Europe and for the loss of old European markets if we seek it in the British Empire? Would it not be better for us, if, instead of mourning the severance of all connections on the Continent, we set ourselves vigorously to building up new ones under the British flag? Europe was scarred and crippled by the war and by the peace, and there were some who believed her to be so far gone on the road to ruin that complete recovery would take many years to accomplish. 'But,' he continued, 'the Empire is young, vigorous, and under-populated, a vast and varied treasure-house of wealth only awaiting the men and the capital to unlock it.' Can anyone doubt that it is in the latter, and not the former, quarter that the future of this country lies? He went on to describe our scheme of existence, and said that its stability depended on the smooth and uninterrupted functioning of a whole complex of economic processes not merely at home but all over the world. But as the result of the war there were large areas where these processes had ceased to operate. Europe, he feared, was such an area. If Europe to-day had her pre-war purchasing power she would be buying British goods at the rate of something like £400,000,000 a year. As things were she presented a deplorable picture of commercial impotence, political chaos, and military mischiefs-making. Many of them feared the peace of Versailles had merely deepened and prolonged the ruin and agony wrought by the war. He spoke of the part played by Great Britain in procuring victory, but said he wished we could have made our influence more fully felt at Versailles.

A LACK OF CONFIDENCE.

"Look at Europe to-day—a medley of jealous States lacking confidence and power," the president proceeded. "We see Russia in the lowest abyss of economic misery that any civilised country has ever been plunged; we see France with her memory of the past determined to cripple Germany so as to postpone as long as possible a bloody war of revenge. We see other nations whose budgets cannot balance, and some of whom are sinking into bankruptcy with tons of paper money tied round their necks. What chance is there of reviving anything like our pre-war volume of suitable trade with a Europe torn by such distraction? Confidence, which is the basis of everything, is lacking. A settled trade with the Continent is something we cannot in reason expect for many years to come. Where are we to turn for an equivalent, for something that will take, for instance, Russia's place as an exporter of foodstuffs and Germany's as a buyer of our goods? Where, if not the British Empire? Within its ample boundaries there exists every potentiality of agricultural and mineral wealth that nature can bestow. Development, organisation, man—these are alone lacking; and it must be our business as an association, as a nation, and as an Imperial people to supply them." He looked forward to the time when the necessary produce, raised within the Empire, would enter the ports of the United Kingdom, and when the Overseas Dominions, recruited increasingly from British stocks, would provide the outlet for all markets for British goods. That was why he regarded the approaching Economic Conference of the Empire as an opportunity of the first magnitude. That Association has pressed upon the British Government the advisability of such a conference, and now that it was going to be held they must see to it that it proved prolific in achievement. He declared that they must do as Canning did, a hundred years ago—call in the new world to redress the balance of the old. But the new world to-day was not America. It was the British Empire. (Cheers.) They must call in the British Empire to make good the ravages of the war, and the ruin—be hoped only temporary—of Europe. It was in the Dominions, among our own people, that our destiny lay as a political and moral force and a civilising influence, and in his judgment there also was our commercial destiny. "Although I advocate an active and business-like development of the Empire," concluded Sir Arthur, "we must not forget the duty which we owe to our European friends of doing everything in our power to help in the reconstruction of the old world." (Cheers.)

A REPARATIONS "PILL."

The President-elect (Mr. Arthur Balfour) moved the first resolution before the Conference.

It expressed the opinion that "the present uncertainty in regard to reparations is detrimental to the peace of the world and is preventing the improvement of industry and commerce," and requested the Executive Council to consider the advisability, in co-operation with the International Chamber of Commerce and other associations, of calling a meeting of business men and financiers to consider independently what is possible in regard to reparations with a view to educating the public opinion of the world. The resolution added the view "that the security of France against aggression to which she is justly entitled should be settled apart from the question of reparations."

Mr. Bonar Law, said Mr. Balfour, had shown the greatest courage when he told France that while we were anxious to help in obtaining reparations we did not feel that the seizing of the Ruhr was the best way to get them. "There is a pill to swallow in this matter," Mr. Balfour continued, "and the politicians of the world have been too busy putting sugar on it to attend to the swallowing of it." But the whole question had to be faced. The British view as represented by Mr. Bonar Law had been so far largely borne out, that it was an inevitable economic fact, that they could not extract reparations either in cash or kind from a debtor who destroyed his productive power. So far the only step France had made to get anything at all had been to erect a Customs barrier of 10 per cent, whereas if the countries that agreed had taken the advice of that association two years ago and seized the German Customs we should to-day have been much further advanced and have had some German reparations.

Sir Algernon Firth declared that Germany was evading taxing her people in order that they might accumulate funds for the purpose of aggression in trade throughout the whole world. France resented that, and knew what she would have to face in the future if Germany were allowed to escape reparations and their responsibility as the nation which was vanquished in the war.

Mr. John H. Fahay (United States) said that public opinion in the United States in regard to this great question of reparations was changing rapidly, and he was optimistic enough to believe that in another year, it would be quite different from what it was to-day.

REVISED ESTIMATE OF INDIAN COTTON CROP.

A supplementary memorandum on the Cotton Crop of 1922-23 issued by the Commercial Intelligence Department, India, deals with the final estimate of the Cotton crop received from Madras and supplements the Final General Memorandum on the crop issued on the 22nd February, 1923.

Consequent on the revised figures for Madras and the receipt of later information from certain States in Central India which was not forthcoming in the final (February) forecast, the estimates in the table appended to the Final General Memorandum issued on February 1st require modification; and the revised totals for all India for the year 1922-23 will therefore stand at 21,154,000 acres and 5,106,000 bales as compared with 19,451,000 acres and 4,479,000 bales last year, showing an increase of 15 per cent. in area and 16 per cent. in the year.

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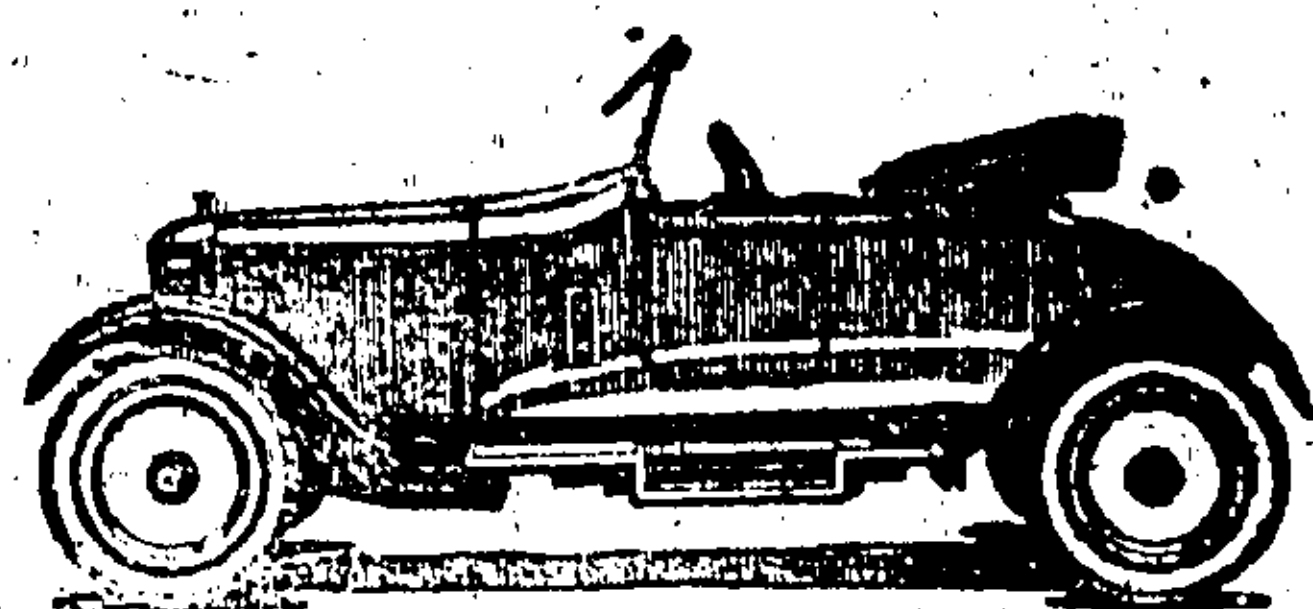
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SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
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(Private Secretary.)

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BRITAIN'S PERILOUS AIR WEAKNESS.

THE DECISIVE POWER IN WAR.

[BY LORD SYDENHAM.]

The recent debates on the Air-Service in both Houses failed, as so often happens, to get to grips with their subject, and served only to reveal our dangerous weakness and the want of any clear policy in regard to the use and direction of Air Power. We have severely cut down the forces on which security depends, without reducing our responsibilities.

Measured in battleships, we are now the second naval Power, and the status which we have nominally adopted is not likely to be attained. In India we are weakening the British military forces by about one-fifth, at a time when strenuous efforts to corrupt the Indian Army persist, with the support of Apfelbaum (Zinovieff) and such pecuniary resources as the Soviet Government can now afford.

Financial stringency, due in part to the huge losses entailed by the mad attempt to juggle with the exchange, is assumed to justify the evident risks involved. It may, of course, be argued that in India, as in Mesopotamia, Egypt, and Palestine, Air force can be substituted for troops; but this raises the whole question of the position of Air Power in Imperial defence, which is present is obviously in confusion.

RECONSIDERATION NECESSARY.

In the Great War, starting with wretchedly small means, we were, after strenuous and costly efforts, enabled to dominate the enemy in the air. Air Power has since been very largely developed and must in future take a position far transcending in importance that which it occupied in 1914-18. We are forced to reconsider all our problems of Imperial defence in the light of aerial warfare.

The three main characteristics of the new force are:—

1. The extreme rapidity with which it can be brought into play over long distances.
2. The secrecy with which preparations can be made, especially where a highly-organised civil air service exists.
3. The fact that, broadly speaking, air force can be met and countered only in the air.

The ill-conceived fortifications of Belgium served to gain a little time, which was invaluable in August, 1914. Later, the vast trench works of the Allies won more time, which we used to create and equip new armies and to retrieve our total want of preparations for a war which was plainly imminent. These advantages can no longer be counted upon. A nation caught unawares, deficient in air force might be defeated before the other forces could be brought into action. In circumstances easily imagined, a war could be begun and quickly ended by air force alone. Before the end of the century the "Influence of Air Power on History" will probably find an exponent, and it will be shown that this influence was not exercised in war alone.

FRANCE'S STRENGTH.

All this the French appear to have grasped, and they have determined to maintain a dominant Air force in readiness for all emergencies. According to figures given in Parliament, there are now 111 squadrons in France and 29 overseas, with a total of 1,200 service machines to be increased to about 2,160 in 1925. This is by far the largest air force in the world, and our miserable provision must be regarded as showing that widely different views in regard to Air policy have prevailed in this country. We now apparently possess 34 squadrons with 305 effective machines, of which 10 squadrons are at home "only 5 being purely home defence squadrons." In 1925, we expect to have 575 effective machines "at the present rate of expansion."

It may fairly be asked whether this enormous output adequately corresponds to gross estimates exceeding £184 millions. Direct comparisons with French expenditure are not possible, because we alone have set up a monopolist Air Ministry which makes independent provision for all its requirements. There are, however, some facts which suggest serious reflections. Thus we seem to require about 88 persons per effective aeroplane, and on this scale France would need a total personnel exceeding 110,000, which is absurd. The total cost of the central administration of the Air Force is about £2 millions, is far greater in proportion than that at the Admiralty dealing with £58 millions, although the non-effective naval vote amounts to £7,897,000, compared with £131,000 for the Air Service. Coming to details, the expenditure on naval recruiting is £24,000 for a wage vote of £11,858,040, while the same sum is required at the Air Ministry for a wage vote of £1,098,029. Apparently it costs ten times as much to recruit an airman as to obtain a blue-jacket.

The following figures of the Admiralty and Air Ministry speak for themselves:—

Staffs for works	£140,000	£241,000
Services	£1,727,535	£253,000
New works, additions, etc.	75,900	117,000
Minor new works	477,000	87,000
Ordinary repairs		

More astonishing still is the comparison of the salaries and allowances of the Departments of the Chiefs of the Naval and the Air Staffs, respectively £94,008 and £115,783. These and other figures which could be given may be capable of explanation, which is certainly required.

INTOLERABLE SITUATION.

In one respect, the extravagance of our present system is manifest. By denying to the Navy the control of an essential part of naval warfare, we have created a situation which is administratively intolerable. It needed a year's correspondence to obtain from this Air Ministry a grudging concession that airmen not required for their special duties might assist in handling ammunition on board a carrier in a naval action. In the House of Commons recently a speaker declared that:

"The supreme commander of the Air Force must have the whole of his material under his hand, and that was the principal reason why we should not divide the Service."

(Continued at foot of next column.)

THE SECOND GREATEST EVIL.

SOCIALIST LEADER ON BETTING AND BEER.

During the Budget debate in the House of Commons on April 18th, Mr. Snowden strongly opposed the suggested tax on betting. "What has this great country come to," he queried, "that the Chancellor of the Exchequer must have recourse to potting, legalising, and making respectable what is perhaps the second greatest curse in the country? Only one other proposal raised such a degree of indignation in Mr. Snowden's breast. This was the remission of the beer duty. The brewing trade, according to him, deserved not the least consideration, and, especially, nothing should be done to encourage the consumption of liquor."

This gave an opportunity to Mr. Baldwin when he came to reply on the general discussion. If, he asked, Mr. Snowden placed so much value on potting taxation as effecting a moral improvement in the State, why was he opposed to a tax on betting? Another complaint from the Socialist benches was that the rich got the most benefit from the remission of taxation. Naturally, said Mr. Baldwin, those who pay most will get most relief. The gentleman who drinks a gallon of beer a day will get 8d., but the one who drinks a pint will only get a penny. For the most part the Chancellor of the Exchequer was able to pit the argument of one set of his critics against that of another, and consequently decided that he was not far from the happy mean. When he came to the question of sugar he gave solid reasons for his refusal to reduce the duty this year, and he quoted some remarkable figures. Our consumption is approximately to the pre-war figure of 83lb. per head, but American consumption has gone up by leaps and bounds since the adoption of prohibition. Meantime there has been a great falling off in the beet sugar supply from Europe. The result has been that the price of raw Cuba sugar, which fifteen months ago was 10s. 6d. per cwt., is to-day 38s. 3d. per cwt., and anything which would increase consumption might send prices rocketing. If he were to reduce the duty on sugar in the present Budget, the Chancellor said, the whole of the reduction would go straight to New York, and, he added flatly, "I am not going to do it." One effect of this increase in price is to encourage additional beet sugar production in Europe. By another year sugar should be cheaper, and then, he said, was time to reduce taxation.

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Shanghai Cottons	60 s.
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This as regards the air element, which is an integral part of a fleet, is obviously impossible. The flying men cannot go into the water without the orders of the Naval Commander-in-Chief, and yet they remain for most of their time passengers on board a ship of war unable to share in her duties. The main work of airmen with a fleet is reconnaissance, which is most dangerous if not carried out by highly trained naval officers. In the Great War some ridiculous mistakes were made by non-naval airmen. Surface fleets will not, and ways be required as long as commerce is carried on the surface, and while undoubtedly the Royal Navy will take more and more to the air, this evolution can proceed smoothly—and economically—only if the Admiralty controls its own Air Force.

A LAMENTABLE POSITION.

The present position of our Air power is lamentable and may in a few years become desperate, if the whole question is not vigorously handled by the Government. It is necessary to review all our problems of Imperial defence in terms of Air force, which now dominates them. We have to evolve a policy, which, while assigning to that force definite duties and providing for the requirements of outlying parts of the Empire, will guarantee security at home. The airship, which, during the war, was most successfully developed by the Admiralty and proved exceedingly useful, appears now to be nobody's child although the suggestion that it might be revived in naval hands sufficed to cause the Air Ministry to take notice. The airship must have its allotted place in our national scheme. Statistics given by the well-informed author of *The Riddle of the Rhine* prove that gas may be the most potent and the least deadly weapon of the future, and in this case it will certainly be used from the air. The French, in occupying the Rhine provinces, may well have had an eye upon the immense combine known as the Interessen Gemeinschaft capable of producing tons of gas at short notice and at present harmless.

Above all, it is necessary that the command and direction of the Air forces should be adjusted with a single eye to the needs of war, which call only for the application of well-known principles. Lastly, no scheme can be complete without the co-operation of the Dominions, which may wish to develop local Air forces as part of an Imperial policy. It is upon the efficiency and sufficiency of our Air power that the safety of the Empire and its influence in the affairs of the world now depend, and the responsibility for reducing the present confusion to order rests heavily upon the Government.

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THE "KUMSANG'S" PASSENGERS.

RELIEF WORK HAMPERED BY
POOR ROADS.

The *Manila Times* of May 15th says:
Some of the difficulties arising from the
inadequacy of transportation facilities,
lack of roads and other means of com-
munication in the Philippine Islands is
told by the representatives of Messrs.
Smith, Bell & Co. in the description of
their task in forwarding the passengers of
the s.s. *Kumsang* to Manila from
Nayitayan Point where the vessel was
driven ashore. The passengers were put
ashore at dawn following the grounding
of the steamer owing to its exposed posi-
tion and the severity of the weather, be-
cause it was not deemed safe to keep
them aboard the vessel.

Following receipt of the cable advising
the agents that the vessel was ashore, a
representative of Smith, Bell & Co. ac-
companied by the Indo-China Steam
Navigation's passenger broker, left Manila
on Thursday evening by automobile to
investigate the possibility of bringing the
passengers overland, or sending them by
sea from a more sheltered location on the
coast.

The journey was commenced at nine
o'clock on Thursday night, at which time
the north road was reported as still open
to traffic. At Cabanatuan the bridge was
found to be impassable for cars, several
stays in the centre having been carried
away and the surface sunken. It was
still possible to cross on foot, however,
and an attempt was made to secure a
vehicle from the opposite bank for the
journey to the nearest town, Talavera.

No carriage could be had at that hour
for any price, so there was no alterna-
tive but to return to Cabanatuan and
wait till dawn for the flood to recede and
permit crossing by ferry or make pas-
sage by banca and hire a carromata to
take the party to Talavera, or to return
to Quingua and the 8.12 train.

At dawn the crossing was effected by
banca, a carromata was secured and the
journey continued to Talavera where a
car was hired. At a point about 10 kilo-
meters from Bautista a halt was made be-
cause the water had reached such a depth
above the road that the car could not
continue. The party then clambered into
a carromata for the remainder of the
trip to Bautista.

From this point to Dagupan the journey
was made in a hackney Ford. At Dagu-
pan emergency arrangements were made
for rail and road transportation, great
difficulty being encountered in the latter
because most of the trucks and hire cars
had been held up at various points by
floods.

Balingaguing was reached at six-thirty
in the evening. Here the party was met
by two officers from the *Kumsang* who
had been sent ashore to assist the pas-
sengers and had started inland in res-
ponse to a telegram which informed them
of the provisional arrangements made for
the overland trip. Great difficulties had
been encountered in the trek from the
coast. Mountains were crossed, rivers
breast deep were waded, and holes were
in use almost constantly in cutting a trail
through the dense vegetation.

It had been impossible to prevent the
passengers from leaving the coast, but
it was reported that they had been
reached and detained at Burgos, where
they had gone under the impression that
they would be able to take the railroad to
Manila from there.

The storm had abated somewhat by the
following morning. One of the officers,
accompanied by a Chinese broker, left
for Burgos to attempt to persuade the
passengers to return to the coast and
embark on a Russian vessel which had
been sent to the aid of the *Kumsang*, or
to proceed to Tamsacan, from where it
was thought possible to take them
down the Balingaguing river in life-boats.
The latter plan appeared to be the most
favourable, as the route would be less ex-
posed in case of a recurrence of bad weath-
er. In this case the land route to the
railroad, already difficult owing to the
severity of available transportation and
the fact that the Agno River ferry near
Lingayen could transport only one truck
or two touring cars at a half hour, would
be impossible, as the ford across the
Alaminos river near Sual had already
reached the maximum depth which would
permit the crossing of motor transport.

The route selected also had a great ad-
vantage in that the passengers would
have to travel only two kilometres, as
opposed to nearly twenty through almost
impenetrable country to reach Nayitayan
Point, where the vessels were, or twelve
kilometres of only comparatively less
difficult country between Burgos and
Balingaguing, the end of the road from
Dagupan.

The other officer was sent to Dagupan
to make arrangements for forwarding the
passengers by the overland route, should
they decide to reach Manila by rail. On
Sunday sledges and horses were secured
from the residence of Burgos for convey-
ing the women and children to Baling-
aguing, which was reached in the evening
of that day.

In order to circumvent the difficulty of
the ferry across the Agno river, the pas-
sengers were carried from Balingaguing
to the river by four trucks of the Pan-
gasinani Transportation Co. On the op-
posite side they were met by other trucks
of the same company and these, in addi-
tion to ten hire cars which made through
trips, succeeded in carrying two hundred
and ninety-four passengers, including all
of the women and children to Dagupan
on the first day. The remaining one
hundred and fifty were brought in by 3.30
p.m. of the following day, the work
having been resumed at 4 a.m.

On arrival at Dagupan the women and
children were accommodated in the
Chinese school and the men in the Dagu-
pan school building.

Ten minutes after the arrival of the
last passenger in Dagupan on Monday
the special train which had been obtained
by the Smith, Bell & Co. representative
left that town. Women and children
were given first class accommodation on
the train, which arrived in Manila at 10
p.m. the same day.

(Continued at foot of next column.)

TROUBLE ON S.S. "EASTERN PRINCE" EUROPEAN FIREMEN REFUSE DUTY.

Trouble among the European crew of
the s.s. *Eastern Prince* found a sequel
at the Marine Court yesterday morning
when five firemen were sentenced by the
Harbour Master (Commander C. W.
Blackwell) to three months' imprisonment,
and furthermore were ordered to pay £3
towards their expenses during confinement.

The men were originally charged with
disobeying the lawful commands of the
Chief Engineer, but the Marine Magis-
trate amended the charge to one of
disobeying the crew to disobey lawful
commands.

According to the evidence of the
master, Captain H. Naylor, the Chief
Engineer of the vessel came to him at
about nine o'clock on Monday morning
and complained that his firemen—there
were eighteen of them—had refused work.
The captain called the men before him and
asked them what was the trouble. They
complained that they were short-handed,
and refused to turn to till the shortage
was made up. The Captain considered
their grievance, and said he would find
it extremely difficult to get hold of a
suitable European fireman, but if it would
satisfy them he would engage two Chinese.
Most of the men agreed and went back
to work, but the five prisoners would not,
and as he had intended to sail for Manila
at six o'clock that evening and his ship
was delayed he decided to prosecute. He
added that he had had trouble with these
men on the voyage out; he had signed
them on at Cardiff.

The Chief Engineer (Mr. R. Fisher),
gave evidence of the men's disobeying his
orders to turn to at seven o'clock in the
morning of Monday, and he added that
the only reason they gave him for refus-
ing was that it was Whit Monday, and
therefore a holiday.

His Worship said he had carefully con-
sidered the case, and it was plain the
prisoners had disobeyed lawful commands
without just cause. They would be each
sentenced to three months' imprisonment,
and each man would have to pay the sum
of £3 towards prison expenses.

TROUBLES OF A SOLDIER. COURT MARTIAL SEQUEL.

Found in the Soldiers' Club, with his
head on a table fast asleep, Pte. Henry
Polhill of the 2nd Bn. King's Regiment,
was awakened by a military police
sergeant, and sent to the Wellington
Barracks Guardroom for being drunk.

Polhill was tried before a District Court
Martial at the Murray Barracks yester-
day on charges of drunkenness and
offering violence to a superior officer.

Major E. L. Wright presided.
Evidence of finding the accused in the
Soldiers' Club was given by a Military
Police-sergeant, who stated that when
awakened Polhill was so drunk he could
not stand.

A corporal of the Regiment who was in
the Guardroom when prisoner was brought
in stated that while Polhill was taking
off his boots he saw a Lance-corporal of
the Regiment, whom he attempted to get at,
crying, "I will get you yet."

On oath prisoner said he went to the
Soldiers' Club and had a drink at the
bar. He ordered supper, but was kept
waiting and fell asleep. He was awak-
ened and taken to the Guardroom. Club
there he saw the Lance-corporal who look-
ed at him in a sneering manner which
caused prisoner to lose his temper. He
had been told a few weeks previously that
this Lance-corporal had said he was
"after Pte. Polhill."

The Prisoner's Friend contended that
the arrest was illegal, and little evidence
had been offered to show he was drunk.
In the Guardroom he was able to take
his boots off while standing up—a dif-
ficult feat for a drunken man. He had
been badly provoked, but could not be
charged with offering violence to the
Lance-corporal, because he was out of
striking distance.

The finding of the Court was given at
2.30 p.m., when the accused was found
"guilty" on both charges.

The Court was then closed, the sen-
tence to be promulgated later.

A CASE OF SPOTTED FEVER AT PEKING.

MRS. W. R. PECK SERIOUSLY ILL.

The *Chung Mei News Agency* (American)
on May 12th circulated the following
message from Peking:

Mrs. Wyllie Peck, wife of the Chinese
Secretary of the American Legation, is at
death's door with cerebro-meningitis or
"spotted fever." After suffering during
the morning yesterday, at noon the ill-
ness was diagnosed by the doctors of the
P.U.M.C., and the pus drawn from the
spinal cord and a serum injected. This
second injection was given. She suffers
fearful pains in the head and the doctors
say that while the danger-point will not
be passed for two or three days, she has
gotten through the first bad stage and
there is every hope of saving her life.

It was very fortunate that this case
occurred in Peking where the service of
the Rockefeller Hospital were available
for it is in all probability the only place
in all of Asia where the serum and treat-
ment is available and where a person
could be pulled through this disease. Mr.
Peck is quarantined in his home where
Mrs. Peck is also.

The greatest possible assistance was
rendered by the local authorities and in-
habitants of the town passed through by
the patient. Difficulties would have been
experienced in accomplishing this most dif-
ficult task.

UNVEILING THE CENOTAPH. ARRANGEMENTS FOR TO-MORROW'S CEREMONY.

The arrangements for unveiling the
Cenotaph have now been completed, and
the programme is as follows:

The Guard of Honour, consisting of
The Royal Navy 50 all ranks; 2nd Bn. The
King's Regiment 50 all ranks with Band
and Colours, and detachments from the
following: Royal Navy, Royal Marines,
Royal Artillery and Royal Engineers,
24th Bombay Grenadiers. (K.E.O.),
Hongkong Volunteer Defence Corps, Royal
Marines, Old Comrades Association,
British Legion, E.A.S.M.A., Mercantile
Marine, Hongkong Police, Dockyard
Police, will assemble in the Naval Yard
at 3 p.m.

The detachments, headed by the pipers
of the Bombay Grenadiers, will leave the
Naval Yard at 5.15, and move on to the
ground by the entrance in front of the
Hongkong Club. They will take up their
stations along each side of the ground.

The Guard of Honour will leave the
Naval Yard 5 minutes later, headed by
the Band of the King's Regiment.

The Guard of Honour will follow the
main route as the other detachments, and
take up their station across the ground
at the Supreme Court end, facing the
Cenotaph. The Band will be behind the
Guard of Honour, between the stands
which are being erected for the public.

A Representative from the Royal Navy,
2nd King's Regiment, Bombay Grenadiers
and Hongkong Volunteer Defence Corps
will be stationed on the corners of the
steps—constituting the base of the
Cenotaph.

His Excellency, The Governor, will
arrive on the ground at 5.30 by the
entrance in front of the Hongkong Club
He will be received with a Royal Salute,
the National Anthem being played. He
will inspect the Guard of Honour, and
walk down the front line of the detach-
ments on parade. The Chairman of the
War Memorial Committee will then meet
His Excellency and escort him to a
platform between the Cenotaph and the
Guard of Honour. He will ask him to
unveil the Memorial. As His Excellency
unveils the Memorial, the Guard of
Honour will give a General Salute, and
the National Anthem will be played.

The Right Rev. D. Pozzo, Bishop of
Tavaria, and Vicar Apostolic of Hongkong,
the Bishop of Victoria, and the Rev. J.
Kirk Macneil will be on the platform
and take part in the ceremony.

At the conclusion of the ceremony, His
Excellency will lay a wreath at the foot
of the Cenotaph.

The Buglers of the King's Regiment
will move up into position at the base of
the Cenotaph, facing the Guard of
Honour, and will sound the Last Post,
old Reveille and the Rouse.

His Excellency will depart, receiving a
Royal Salute from the Guard of Honour,
who will then march off the ground.

The other detachments will remain in
position, and those wishing to lay wreaths
should do so at this time. They can be
put down in front of the stands during
the ceremony.

When the troops are marching on to the
ground, the entrances in front of the
Supreme Court and Hongkong Club will
be closed to the public. It is necessary
therefore for people utilizing either of
these entrances to go to their stands and
be in their places before 5.15 p.m.

The entrances to Stand No. 1 are from
the Praya (eastern end) and from opposite
the entrance to the Hongkong Club. The
entrance to Stand No. 2 is entered either opposite the
Hongkong Club, or opposite the Law
Courts. The entrance to No. 3 is also
opposite the Courts of Justice, while the
entrance to No. 4 is from the Praya
(western end of the site). School children
enter by the statue of Sir Henry May.

The stands were originally planned to
accommodate 1,400 people. These have
already been filled, and the Committee
have decided to erect another on the
Praya side of the site. Those desiring to
attend and who have not yet got tickets
are requested to apply at the City Hall
for seats to-day, Wednesday, the 23rd
May, between 10 a.m. and noon.

SHIPS FOR WUCHOW.

BRITISH GUNBOAT TO ESCORT
SMALL FLEET UP WEST RIVER.

The s.s. *Tai Ming* left Hongkong to
make the return journey to Wuchow on
Monday evening. It will be remembered
that the vessel escorted by a
British gunboat managed to get
right the way through to the
relief of foreign residents in this
Treaty port, after it had been isolated for
twenty-six days. The *Tai Ming* this time
took with her a quantity of milk for
European children; the lack of milk had
been one of the greatest hardships the
Europeans in Wuchow had experienced.

The captain had some difficulty in getting
the milk owing to the fact that Monday
was a Bank holiday. The steamer will
proceed as far as Samshui, and she will
wait there for the s.s. *Kochow*, the only
other boat flying the Red Ensign up the
West River. The s.s. *Kochow* left Hong-
kong a day or two before, and went up
the river as far as Shihing. The plan
was for her to return to Samshui, and
then, in company with the *Tai Ming*, and
a Naval escort, proceed to Wuchow. The
couple of the Asiatic Petroleum Com-
pany's lighters are ready to go up the
river. Then all will proceed together. The
two steamers have general cargoes.

The Harbour Office notice to the effect
that the Cantonese now being in possession
of Shihing, that city is open to shipping
once more, has encouraged the steamships
Chung On and *Tai Ming*, both manned
by British Officers but flying the Chinese
flag, to try and make the passage. They
cannot, of course, be offered the protection
of a British gunboat, owing to the com-
plications which would naturally arise, and
what will happen to them if they proceed
farther than Shihing is problematical.

INTIMATIONS

THE HONGKONG JOCKEY CLUB.

THE THIRD GYMKHANA MEETING
will be held (Weather Permitting) at
HARRY VALLEY on SATURDAY, JUNE 22nd,
commencing 3.30 p.m. The Charge for
Admission to the Public Enclosure will be \$1.00.
Soldiers and Sailors in Uniform, Half Price.
Members are advised that they must show
their Badges to obtain Admission to the
Members' Enclosure.
Each Member has the right of introducing 2
Non-members to the Members' Enclosure, Tickets
for whom can be obtained from Messrs.
LINSTEAD & DAVIS at \$5.00 each up to Friday,
June 1st.
The Stewards invite the ladies of Hongkong
to be present. [883]

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OPIUM SMUGGLING

THE RESPONSIBILITIES OF SHIPOWNERS.

MESSRS. JARDINE, MATHESON & CO. SUMMONED.

The responsibilities of local shipping owners in preventing their steamers from being used for the purpose of conveying opium formed the subject of an interesting case heard at the Magistracy yesterday afternoon before Mr. J. R. Wood. The defendants were Messrs. Jardine, Matheson & Co., Ltd., and the charge preferred against them was that of failing to take precautions to prevent 500 tons of prepared opium being conveyed on the Indo-China steamer *Loong Sang*, for the purpose of export.

Mr. J. D. Lloyd, Superintendent of Imports and Exports, prosecuted, and Mr. E. Davidson appeared for the defendants. Mr. R. Sutherland, Shipping Manager for the defendant firm, was present in Court during the hearing of the case.

When the case was first mentioned on May 10th evidence was given by Revenue Officer Langan as to the finding of the opium on April 27th in a number of packages concealed in the crank shaft pit in the engine-room.

Yesterday corroborative evidence was given by a Chinese Revenue Officer who accompanied R.O. Langan when the search was made. Directly the discovery was made Mr. Taylor, the Government Opium Analyst, and the Chief Preventive Officer (Mr. Clark) were sent for and they arrived on the steamer some three-quarters of an hour later.

In answer to questions by Mr. Lloyd, the witness said that a Chinese fireman was in the stokehold at the time. Regarding the place of concealment, he said it was not a place of easy access. Witness, in removing the drug, had to go down into a dirty sump amidst a quantity of waste oil and dirty water.

Mr. Lloyd: Could you just throw the opium in or would it take some time?

The witness: It would take about half an hour to put the opium there.

In reply to the Magistrate, the witness said that the inside of the hiding place was very clean and the opium was protected by two pieces of tin (produced in Court). The place could not be seen from the outside.

Mr. Davidson, at this stage, pointed out that the case for the prosecution had not been opened, and the defence was "absolutely in the dark" as to what the prosecution would prove.

At the request of his Worship, Mr. Lloyd briefly outlined the chief points for the prosecution. The opium, he said, was found placed on the ship, which was under the control of the crew. The opium was a valuable consignment. It had been valued at \$7,250 in Hongkong and, from the position in which it was found, it was quite clear that someone on board was responsible for allowing it to be placed there, if not for actually placing it there.

The Magistrate: And you are asking for a penalty under the Ordinance?

Mr. Lloyd: Yes, but I am not asking for an overwhelming penalty, but just sufficient to show that ships in Hongkong cannot do this sort of thing with impunity and that ships belonging to well-known Companies are just as liable as any other ships. This is an important case, more especially in view of the fact that the Opium Conference is to be held shortly of which Bishop Brent of Manila is the American delegate.

Mr. Davidson asked for more exact information on what ground his friend asked the Court to decide the case—whether he was asking for a fine of \$1 or of \$7,000.

The Magistrate said he thought the fine was limited to \$5,000, but Mr. Davidson pointed out that the penalty had been increased by the Ordinance of 1922 to ten times the value of the opium discovered. He emphasised the point that the Company was not a party to the conveyance of the opium; they were the victims more than anything else.

Cross-examining the witness, Mr. Davidson asked if the spot was a good hiding place, to which the witness replied in the affirmative. Continuing in answer to further questions, he said that the opium could be reached with some difficulty from the side, but it could not be reached from underneath.

Mr. Davidson said that he was in a position to prove that there was a hole underneath. This prompted the witness to say that in order to get at the hiding place from underneath one would have to creep in with great difficulty. The pieces of tin covering the opium were placed at the side.

It was known that this opium was going to be put on board—Yes.

And there were people watching the steamer to prevent it being put on board?

Mr. Lloyd: I don't think the witness can say that.

Mr. Davidson: Wait, wait; he can speak for himself.

Witness replied that he heard people were watching the steamer.

Mr. Davidson: I am informed that they were Revenue Officers, but the last witness (Mr. Langan) said they were informers. Addressing witness, Mr. Davidson asked: Were people watching the steamer that night?—I don't know.

The Magistrate to Mr. Davidson: Will you admit the value of the opium as \$7,250?—I don't know. I can't say what is the value.

Mr. Lloyd gave evidence on this point. He said that the opium had been valued at the figure stated. It was prepared opium, known as 'No. 1' from Macao. He understood the price in Macao to be the ordinary price to be \$11 per tael. The value in Hongkong would be \$14.50 per tael.

Mr. Davidson: I suppose you are prepared to admit that there is no suggestion that Messrs. Jardine, Matheson & Co. are concerned in any way in this smuggling?—Oh, most certainly.

And that you might suspect that one of the crew was involved, and that the defendants are not involved?—Yes.

Mr. Davidson: Supposing the defendants or someone on board found this opium and handed it over to your Department would this prosecution have been brought?—No.

Well, now, as a matter of fact, your Revenue Officers as a rule find this opium through the medium of informers?—Yes, sometimes, but I can't say for certain as I have only been in the Department for two months.

The Magistrate: But you admit that informers are used?—Yes.

Mr. Lloyd added that quite a number of discoveries had been made by informers.

Mr. Davidson: So that the difference between prosecuting and not prosecuting depends entirely upon the finding or not finding of the opium?—If they had found the opium and brought it to the office the matter would have been left there.

And you will agree that a ship on the Hongkong-Manila run would be extremely busy in port?—Yes.

Do you suggest that no precautions were taken to prevent the opium being brought on board?—What precautions would you suggest?

Mr. Lloyd replied that the chief precaution he would suggest would be the general attitude of the officers on board the ship as to smuggling. If all Chinese knew that the officers would not encourage smuggling—no smuggling would take place, but if there was slackness on the part of the officers, and if it looked as if it was a good gamble, then smuggling would take place.

Then your suggestion is that the officers must have been slack in suppressing opium smuggling?—Yes, if one does not suggest any worse conclusions.

You really suggest that "not caring" is going to encourage smuggling?—Undoubtedly, if there is an atmosphere of care, it will be stopped.

Are you aware that the ships of the defendants are searched twice on every voyage?—Yes.

And that ships on the Hongkong-Manila run have special printed instructions from the Company?—Well, it only bears out my point. It depends on the search. New officers for a certain time will take great care, but as time goes on it becomes a routine job and purely perfunctory.

Mr. Davidson: We are talking about this Company and not generally. These searches are made and logged on every voyage.

After further questioning, Mr. Lloyd said that this was his opinion and not a fact.

Mr. Davidson: Do you know that Messrs. Jardine, Matheson & Co. had four detectives paid for by themselves to put a stop to smuggling, and they were obliged to give it up as things got worse?—I don't know that.

This was the case for the prosecution. The first witness for the defence was the master of the vessel, Captain Percy Jowett. He said that when the seizure was made the vessel had been in Hongkong for four days. During that time they had been discharging cargo, bunkering coal, loading water and the other usual business of a ship in port. There was constant communication between the ship and the shore, which made it practically impossible to control the people going to and from the ship in the course of their business.

Mr. Davidson: Would it be any good as a means of preventing smuggling to search the ship while she is at her buoy?—Absolutely useless.

Why?—Because anybody could come on board, day or night. I have no means of stopping them. The ship is surrounded by lighters, bunkering and discharging cargo. There is a constant stream of people all the time.

When do you search the ship then?—We search the morning after we leave Hongkong.

You have heard what Mr. Lloyd has said. Tell the Court what you do!

Witness said that they went through the crew's quarters, searched their luggage, and examined the ventilators and store-rooms. They paid particular attention to the fore peaks and aft peaks and the treasure room; while the Chief Engineer, who had control of the engine room staff, searched the engineers and firemen.

You have received certain instructions from the owners about this?—Yes.

Mr. Davidson here handed a printed circular into Court and the witness explained that they had to fill in a form regarding opium. This was handed in to the agents at Manila.

Is that form signed by anybody?—Yes, by myself, the Chief Engineer and the Chief Officer.

Witness added that the search was also logged. The Chinese crew, he said, was quite aware that the smuggling of opium on the boat was not allowed. If a Chinese was found in Manila in possession of opium—he would be put in goal for two or three weeks. On several occasions he had found opium pipes on board and these he had thrown overboard before reaching Manila.

Mr. Lloyd said that he had no questions to put to the Captain as he was not responsible for the engine room at all.

(Continued at foot of next column.)

CRIMINAL SESSIONS.

(BEFORE THE CHIEF JUSTICE (SIR WILLIAM KISS DAVIES)).

PRISONER WHO BIT.

Worked up to a frenzy of fright in his struggle with a Chinese constable, a Chinese named Fung Hoi Shan buried his teeth in the officer's fingers, biting the tips of two of them clean off.

He was indicted yesterday morning for stealing property from a house in Yau-mai to the value of over \$400, and further for receiving stolen goods, and assaulting the constable. According to Mr. Dyer Ball who prosecuted for the crown, the constable saw the accused carrying a cash box, and asked him what it contained. The man replied that he was an eye doctor, and that the box contained eye-glasses. When further pressed he said he had left the key of the box behind him. The constable accompanied him part of the way to his home to get the keys, but they had not gone far when the prisoner threw the box down and struggled with the constable in an attempt to escape. Then it was that he committed the assault.

For receiving stolen property prisoner was sentenced to five years' hard labour, and for assaulting the constable a further two years. He was dismissed on the first count.

DANGEROUS CHARACTERS.

The Seamen's Union asked me to assault the members of the Hung Hoi Navigation Guild.

This was the ingenious excuse given by a Chinese to the police officer who arrested him for carrying a dagger.

The man was indicted for being in unlawful possession of the weapon.

After hearing the statement of the Crown Solicitor (Mr. H. K. Holmes) and considering the evidence, his Lordship remarked to the prisoner that he was presumably carrying the knife for the purpose of committing a crime on the members of the Hung Hoi Guild. At this prisoner modified his statement. "I was not instructed to stab these people," he said, "but merely to threaten them with my knife."

To this his Lordship replied: "There are a great number of cases in Hongkong at the present time where men of your class are going about with dangerous weapons and committing crime. You will go to goal for two years with hard labour."

A THREADBARE EXCUSE.

That a seafaring man asks one to take a revolver to the country for him is an excuse becoming too threadbare for use in cases of unlawful possession of arms, as another man found out when sentenced to two years' hard labour for the offence. When arrested this prisoner had in his possession a revolver and forty-four rounds of ammunition.

THE SECOND ENGINEER'S EVIDENCE.

The Second Engineer, Mr. James Valentine Barron, said that he was on duty when the seizure was made. He was not in the engine-room all the time but he could see the whole of the room from the door as it was a small room. When the search was made for opium by the ship's officers the bilges, dry tanks and other likely places were looked into. He had never searched under the crank shaft pit as it was very dangerous to do so when the ship was in motion. It was possible to search there but the shaft would be working within three inches of the searcher's head. Since the opium had been found none of the crew had been missing from the ship.

Asked what precautions were taken to prevent opium being brought on to the ship while she was in port, witness said that if he saw a stranger he would ask him what he wanted, but there was no time to prevent the engine-room staff or the firemen from smuggling.

In reply to the Magistrate, witness said that the coal coolies would not have occasion to go in the engine-room at all. It was not the practice to lock the engine-room while the ship was in port. There would always be somebody below to keep steam up.

The Magistrate: How many Chinese have you?—Three greasers, six firemen, three coal passers and two donkey-men. They have one or two cooks but they are seldom in the engine-room.

Do you think it is possible for someone without the connivance of the officers to have got the opium on board?—Quite possible.

Why?—Well, there is always some member of the crew below.

Witness said that the *Loong Sang* was last in dock in January. She was also in dock for overhaul last June, during which time lots of dock hands were on board. They would have plenty of time to secret the opium.

Mr. Robert Sutherland, Shipping Manager of Messrs. Jardine, Matheson & Co., in the witness-box, was asked by Mr. Davidson: What precautions have been taken in the past by Messrs. Jardine, Matheson & Co.

Witness said that four detectives were used while the ship was in port. They were paid for by the Company.

Why was the practice discontinued?—Because they were not found to be a deterrent to smuggling.

That is the result of your experience?—Yes.

This was all the evidence called and after some little legal argument it was decided to remand the case to this morning in order to obtain the evidence of the Chinese engine-room staff.

JAPANESE STEAMER ASHORE OFF WAGLAN.

NEWS WIRELESSED TO HONGKONG BY THE S.S. "PRESIDENT MADDISON."

NAVAL AUTHORITIES PREPARE TO RENDER ASSISTANCE.

At 12.15 p.m. yesterday a wireless message was received at the Royal Naval Dockyard from the S.S. *President Maddison* that a Japanese steamer had been sighted ashore on the group of islands known as the Nine Pins, which are about eight or nine miles from Waglan Island. The wireless message stated that "immediate assistance was required." The information was passed along to the Harbour Office and it was deemed advisable to make preparations for saving the crew of the stranded steamer, if necessary. One of the Naval tugs was ordered to prepare to leave for Nine Pins on receipt of orders.

For some time it remained a mystery as to what line the steamer belonged to and her name could not be gathered. Early the same afternoon the mystery was dispelled when a Japanese shipping officer walked into the Mitsui Bussan Kaisha Office in Lee House Street and reported that the steamer to which he belonged had gone ashore in close proximity to Hongkong. Contrary to the message received at the Naval Yard, he reported that the ship, for the time being, was in no immediate danger.

The stranded ship proved to be the *Yei Maru* No. 2 bound from Keelung, Formosa, to Hongkong with 3,500 tons of coal, consigned to the M.B.K., who are now also awaiting confirmatory instructions from the owners to act as agents for the vessel. She is owned by the Maruo Kisen Kaisha, whose headquarters are in Japan. The gross tonnage of the steamer is 2,037, her net tonnage 1,624, and she is commanded by Captain Yoshioka. The M.B.K. at once got in touch with the Taikeo Dockyard and asked them to supply the necessary salvage boat, but not to despatch same until they received confirmation of their instructions from the owners in Japan.

As to how the officer of the ship managed to reach Hongkong from the vessel does not appear to be quite clear. According to the shipping office he came ashore in a sampan. This is quite likely, but whether he made the journey from the Nine Pins right to Hongkong in a sampan is doubtful, as we gather that a very strong current runs in the vicinity of the group of islands, making it unsafe for small craft to sail round about there. This is also borne out by a later message received from the ship stating that the crew is busy jettisoning the cargo, owing to the fact that the current is too strong for lightening junks to go alongside.

The vessel it appears went ashore at one o'clock in the morning and judging from the position on the chart she was some distance out of her course. The reason for the stranding is not yet known in Hongkong. The sea at the time was quite calm and the Waglan Light can be seen from the Nine Pins quite distinctly.

The stranded steamer was built in 1930.

IMPUDENT CASE OF SNATCHING.

EUROPEAN LADY'S HANDBAG STOLEN.

A sentence of one year's hard labour and 12 strokes of the birch was passed on a snatcher, aged 24 years by Mr. Lindsell at the Magistracy yesterday morning, on a charge of stealing a silver mesh bag, valued at \$15 and containing \$4.07, from Mrs. Ford, wife of Mr. Ford, of the Cosmopolitan Dock.

The complainant said she was out shopping on Monday and when walking in Queen's Road Central, near the Eastern Bazaar her bag was snatched from her hand from behind by a Chinese who was later identified. The snatcher ran away and as she came up with him in D'Aguilar Street he had been caught by an Indian constable of the Royal Naval Yard Police. The bag was found in the prisoner's pocket at the Police Station. It was also said by the complainant that the tug given to the bag caused her to drop one of her parcels and her gold wrist watch also fell off. These articles were recovered by a friend, who was with complainant at the time.

SPORT.

GOLF.

RESULTS OF WHITSUN COMPETITIONS.

The results of the Whitsun competitions played at Fanning and Deep Water Bay were as follows.—

FANLING.

Mixed Foursomes Competition.—Won by Mrs. G. R. Sayer and Mr. W. J. E. Mackenzie, 8 down.

Mrs. A. Medal Competition.—Won by Mr. R. A. Camidge, 70-4-75 net.

Booby Pool.—Won by Mr. Wm. Gallaway, 2 up.

DEEP WATER BAY.

Mixed Foursomes Competition.—Won by Mrs. Bernard Brown and Mr. W. A. Butterfield, 82-13 2/3-68 1/3 net.

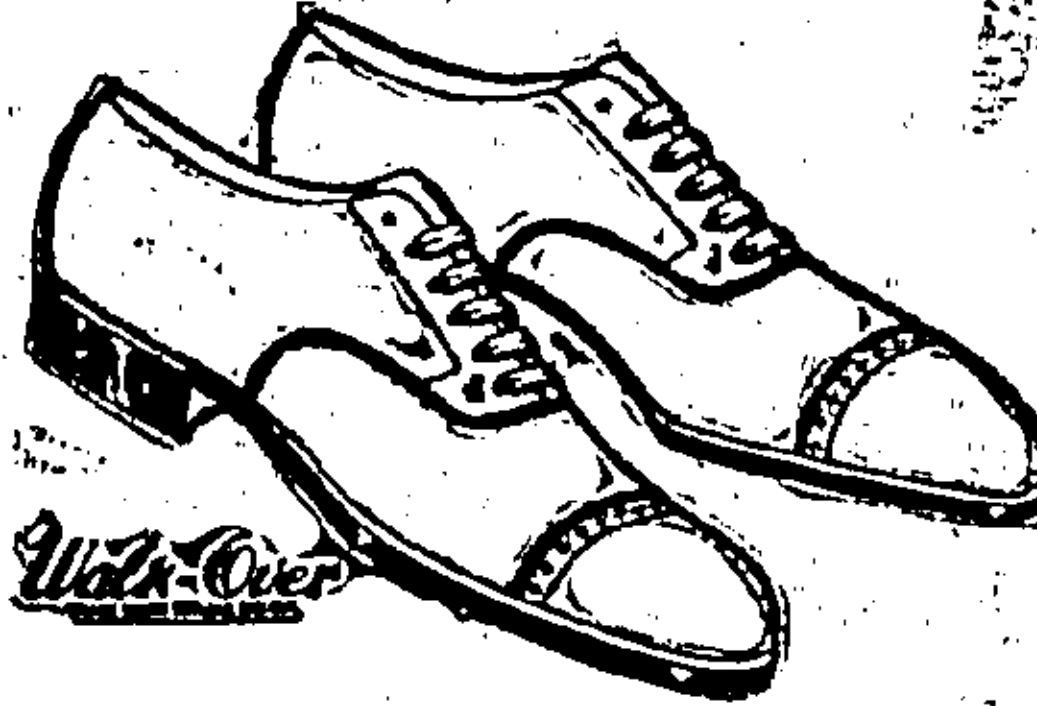
Mrs. A. Medal Competition.—Won by Mr. G. P. Lammert, 39-41-33 net.

Walk-Over SHOES

FOR EVERY OCCASION.



A LUXURIOUS SHOE, MADE OF A VERY FINE WHITE CANVAS. IT LOOKS COOL AND FEELS COOL, AND THE SHAPE GIVES PERFECT FREEDOM TO THE FEET.



A VERY SMART BROGUE SHOE MADE OF THE FINEST WILLOW CALF. MEDIUM WEIGHT. AN IDEAL SHOE FOR WET WEATHER.



A NICE SHOE FOR SUMMER WEAR VERY LIGHT IN WEIGHT DESIGNED TO GRIP THE ANKLE. PERFECTLY MADE AND CAREFULLY FINISHED.

LANE, CRAWFORD, LTD.

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BAKERS, CONFECTIONERS

PASTRY COOKS

AND

CATERERS.

All Bread, Cakes and Pastry are made at our Daylight Bakery under expert European supervision.

LANE, CRAWFORD, LTD.

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REGAL

RECORDS

\$1.00 EACH NET

SEND FOR NEW LIST

ANDERSON'S

2, QUEEN'S BUILDINGS.

TEL. C 1322.

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TELEPHONE C. 3146.

GENTLEMEN'S

BATHING COSTUMES.

These are in stock in a wide range of colourings in Pure Wool, Wool & Cotton and in Cotton Stockinette A.S.A. Styles.

The Pure Wool have been made especially for us by the

JAEGER CO., LTD.

We invite inspection.

NEW ADVERTISEMENTS

TO BE LET.

MODERN 3-Roomed Furnished Cottage at Cuzzing' Close for the Summer Months. Servants' Quarters detached. Garden. Write C. c/o Daily Press. [87]

FOR SALE.

66 DE FALLS, No. 83, THE PEAK, built upon R.R.T. No. 28, having an Area of 8,760 Sq. Ft. in addition to Garden lot 28 having Area of 16,400 Sq. Ft. and Open-air Swimming-bath—Apply: WILKINSON & CRIST. [86]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on **MONDAY, the 29th day of May, 1932, at 3 p.m.**, at the Office of the Public Works Department, by Order of His Excellency the Governor of two Lots of **BROWN LAND** near Kellott Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's KINO, for one further term of 75 years.

PARTICULARS OF THE LOT.

Lot No.	Area (Acres)	Area (Sq. Ft.)	Area (Sq. Yds.)	Area (Sq. Meters)	Area (Hectares)
1	1.1	48,500	110	48,500	1.1
2	1.1	48,500	110	48,500	1.1

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SOUHAN."
ARRIVED HONGKONG ON 22ND APRIL, 1932.
FROM BOMBAY, COLOMBO, STRAITS, AND HAIPHONG.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by mark and delivery can be obtained as the Goods are landed. This vessel brings on Cargo from Persian Gulf at B.S.N. and B. & P.S.N. Co.'s Steamers.
Optional goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the steamer. Goods not cleared within 8 days, including date of arrival will be subject to rent. No Fire Insurance will be effected by us in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOWLING, at 10 A.M. on Mondays and Thursdays.
All Claims must be presented within ten days of the Steamer's arrival, after which date they cannot be received.
No Claims will be admitted after the Goods have left the Godown.
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 22nd May, 1932. [865]

THE HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

No. 8, Des Vaux Road. Telephone No. C. 4200.

BUYERS' of CANTON INSURANCES:
CHINA LIGHTS.
EWO COYONS.
HONGKONG CONSTRUCTION.
HONGKONG TRADING.
HONGKONG ESTATES.
PEAK TRAMWAYS.
STAR FERRIES.
YANGTZE INSURANCES.
SELLERS of COLONIAL DISPENSARIES:
H. & S. BANKS.
20 M. Y. SAN & COMPANY. [897]

HONGKONG WAR MEMORIAL.

UNVEILING THE CENTOPH.
5.30 P.M., 24th MAY, 1932.

SUBSCRIBERS should apply for Tickets as soon as possible to Mr. J. THAYER, c/o Messrs. Butterfield & Swire, or to Mr. W. G. GARDNER, c/o Messrs. Jardine, Matheson & Co. Tickets will be distributed through Naval and Military Authorities, British Legion, Easna Club, Harbour Office (for Mercantile Marine Officers & Engineers) and Central Police Station.
Other Sections of the Community may obtain Tickets in the Entrance to the City Hall on Saturday, Tuesday and Wednesday, 19th, 22nd and 23rd May, between the Hours of 10 A.M. and Noon.
Each Ticket admits One Person.
There will be no charge for admission to the Stands. [852]

PEAK TRAMWAYS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the **ANNUAL ORDINARY GENERAL MEETING OF SHAREHOLDERS** of the above Company will be held at the Hongkong Hotel, Hongkong, on **FRIDAY, 25th MAY, 1932, at 12.30 P.M.**, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st April, 1932.
The **TRANSFER BOOKS** of the Company will be **CLOSED** from Friday, the 18th May to Thursday, 24th May, 1932, both days inclusive.
PEAK TRAMWAYS CO., LTD.,
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 18th May, 1932. [841]

INTIMATIONS

LANE, CRAWFORD, LTD.

THIS Establishment will CLOSE at 12 Noon, on THURSDAY, 24th MAY, 1932.
THE HONGKONG CENTRAL ESTATE, LIMITED.

NOTICE IS HEREBY GIVEN that an **EXTRAORDINARY GENERAL MEETING** of the above Company will be held at the Office of Messrs. JARDINE, MATHESON & CO., LIMITED, Pedder Street, Victoria, in the Colony of Hongkong, on **FRIDAY, the 26th DAY of MAY, 1932, (NOT Thursday, the 24th day of May, 1932, as originally advertised), at Noon**, when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on Thursday, the 3rd day of May, 1932, will be submitted for confirmation as Special Resolutions.

1.—That it is expedient to effect an amalgamation of this Company with the Hongkong Land Investment and Agency Company Limited, and with a view thereto this Company will wound up voluntarily and the Hongkong Land Investment and Agency Company Limited will be appointed Liquidator for the purpose of such winding up.
2.—That the Conditional Agreement submitted to the Meeting for the amalgamation of this Company with the Hongkong Land Investment and Agency Company Limited upon the terms (inter alia) of the acquisition by the Hongkong Land Investment and Agency Company Limited of the complete undertaking, business, goodwill and property of this Company in return for the issue to this Company of 40,000 shares of The Hongkong Land Investment and Agency Company Limited of the nominal value of \$25 each credited as fully paid up, being four shares of \$25 each of this Company for each share of \$100 each of this Company, and the same is hereby approved and that the Liquidator be and he is hereby authorized pursuant to Section 185 of The Companies Ordinance 1911 to adopt the said Agreement and carry the same into effect with such (if any) modifications thereof as the said Liquidator may think expedient.
3.—That a copy of such said Conditional Agreement may be inspected at any time during business hours at the Registered Office of the Company, Victoria Building, Queen's Road Central, Victoria aforesaid, and at the office of Messrs. Deacon, Harcourt and Shenton, 1, Des Vaux Road Central, Victoria aforesaid, Solicitors for the Company.
4.—That the aforesaid 40,000 shares of the Hongkong Land Investment and Agency Company Limited shall in pursuance of clause 8 of the aforesaid Conditional Agreement be allotted as and from the 2nd day of July, 1932, to members who are on the Register of Shareholders of this Company on the date of the confirmation by this Company of the said Resolution confirming the said Agreement.
Dated this 4th day of May, 1932.
By Order of the Board,
L. S. GREENHILL,
Secretary to the General Managers.

N.B.—The necessary steps are being taken to divide each of the existing 50,000 shares of \$100 each constituting the present Capital of \$5,000,000 of The Hongkong Land Investment and Agency Company Limited into four fully paid-up shares of \$25 each and thereafter to increase the said Capital from \$5,000,000 to an Authorized Capital of \$10,000,000 by the creation of 200,000 new shares of \$25 each.
[808]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the **FIFTY-SEVENTH ORDINARY YEARLY MEETING** of the Society will be held at its Head Office, UNION BUILDING, Hongkong, on **FRIDAY, 25th MAY, 1932, at Noon**, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1932, and of declaring Dividends.
The **TRANSFER BOOKS** of the Society will be **CLOSED** from 11th May to 25th May, both days inclusive.
By Order of the Board,
PAUL LAUDER,
Acting General Manager.
Hongkong, 4th May, 1932. [778]

BRITISH TRADERS' INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the **FIFTY-FOURTH ORDINARY YEARLY MEETING** of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on **FRIDAY, 25th MAY, 1932, at 12.15 P.M.**, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1932, and of declaring Dividends, etc.
The **TRANSFER BOOKS** of the Company will be **CLOSED** from 11th May to 25th May, both days inclusive.
By Order of the Board,
PAUL LAUDER,
Acting General Manager.
Hongkong, 4th May, 1932. [779]

THE CHINA FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the **FIFTY-FOURTH ORDINARY YEARLY MEETING** of the Company will be held at its Head Office, UNION BUILDING, Hongkong, on **FRIDAY, 25th MAY, 1932, at 12.30 P.M.**, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1932, and of declaring Dividends, etc.
The **TRANSFER BOOKS** of the Company will be **CLOSED** from 11th May to 25th May, both days inclusive.
By Order of the Board,
PAUL LAUDER,
Acting General Manager.
Hongkong, 4th May, 1932. [800]

INTIMATIONS

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED

NOTICE IS HEREBY GIVEN that an **EXTRAORDINARY GENERAL MEETING** of the above Company will be held at the Office of Messrs. JARDINE, MATHESON & CO., LIMITED, Pedder Street, Victoria, in the Colony of Hongkong, on **FRIDAY, the 26th day of MAY, 1932, at 11.30 A.M. O'CLOCK**, in the Forenoon, when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on Thursday, the 3rd day of May, 1932, will be submitted for confirmation as Special Resolutions:—
1.—That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this meeting.
2.—That the new Articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.
Prints of such new Memorandum of Association and new Articles, and also prints of the existing Memorandum of Association and Articles may be seen at the Registered Office of the Company, Victoria Building, Queen's Road Central, Victoria aforesaid, and at the office of Messrs. Deacon, Harcourt and Shenton, 1, Des Vaux Road Central, Victoria aforesaid, Solicitors for the Company, and the portions of the proposed new Memorandum of Association and new Articles which differ from the existing Memorandum of Association and Articles are indicated by being underlined in red.
Should the first of the above Resolutions (No. 1 above) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.
AND NOTICE IS HEREBY ALSO GIVEN that should the Second of the above Resolutions (No. 2 above) be confirmed as a Special Resolution by the requisite majority the above mentioned Extraordinary General Meeting to be held as aforesaid will be continued for the purpose of considering and, if thought fit, passing the following further Resolutions as Extraordinary Resolutions namely:—
3.—That each of the existing 50,000 fully paid up shares of \$100 each constituting the Company's present Capital of \$5,000,000 be divided into four fully paid up shares of \$25 each so as to make such Capital of \$5,000,000 consist of 200,000 fully paid up shares of \$25 each.
4.—That the division aforesaid, the Capital of the Company be increased from \$5,000,000 consisting as aforesaid, to \$10,000,000 divided into 400,000 shares of \$25 each by the creation of 200,000 new shares of \$25 each—40,000 of such new shares to be issued and allotted in accordance with clause eight of the Conditional Agreement for the amalgamation with the Company of the Hongkong Central Estate Limited duly approved at an Extraordinary General Meeting of the Company held on Thursday, the 3rd day of May, 1932, and the balance thereof to be issued at such time or times and on such terms and conditions as in every respect as the Company's Board of Directors may think fit.
Should the above-mentioned Resolutions (3 and 4 above) be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a further Extraordinary General Meeting which will be subsequently convened.
Dated this 4th day of May, 1932.
By Order of the Board,
L. S. GREENHILL,
Secretary.

HONGKONG HIDE & LEATHER CO., LTD.

NOTICE IS HEREBY GIVEN that an **EXTRAORDINARY GENERAL MEETING** of the HONGKONG HIDE & LEATHER CO., LTD., will be held at 67/69, Des Vaux Road Central, Victoria, in the Colony of Hongkong, on **WEDNESDAY, the 30th DAY of MAY, 1932, at 12 Noon**, for the purpose of receiving the Report of the Directors and the Statements of Account to 31st December, 1932, and of declaring Dividends.
The **TRANSFER BOOKS** of the Company will be **CLOSED** from 14th day of May, 1932, to 24th day of May, 1932, both days inclusive.
By Order of the Board,
L. S. GREENHILL,
Secretary.

A. That 51,656 of the unissued shares of \$10.00 be divided into 129,140 shares of \$4.00 each.
B. That the Capital of the Company be divided into two classes of shares namely 48,344 ordinary "A" shares of \$10.00 each and 129,140 ordinary "B" shares of \$4.00 each and that the provisions following in regard thereto have effect, that is to say:—
(1) The ordinary "A" shares aforesaid shall be those shares which are numbered 1 to 129,143 inclusive and one additional \$10.00 share which if and when issued shall be numbered 48,344.
(2) The ordinary "B" shares aforesaid shall be those unissued shares of \$4.00 each which, when issued be numbered 36,345 to 177,489 inclusive.
(3) The said ordinary "B" shares shall as from the date or dates of issue fully paid rank equally with the said ordinary "A" shares as regards dividend transmissibility conference or rights to vote and distribution of assets in the event of winding up.
(4) If the Company shall be wound up the unissued shares shall be distributed as nearly as may be among the members in proportion to the number of shares held by them at the commencement of the winding up. But this clause is to be without prejudice to the rights of the holders of shares issued upon special terms and conditions.
C. That the Articles of Association be amended by the deletion of clauses 107 and 123 thereof.
D. To consider the election of and to elect further Director or Directors.
By Order of the Board,
E. PEPPERELL,
Acting Secretary.

INTIMATION

WATSON'S

E

WHISKY

Gives

Perfect Satisfaction
because it is a Skilful
Blend of the Best
Highland Scotch
WHISKIES,
of Great Age, matured
in well seasoned
Sherry Casks.

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants

ESTABLISHED 21 YEARS

BIRTH.

LANNING.—At Yokohama, on May 12th, to Mr. and Mrs. O. Y. LANNING, a son.

Hongkong Office: 10A, Des Vaux Rd., C.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MAY 23RD, 1932.

CHINA'S HELPLESSNESS.

It is not quite clear what action is contemplated by the Diplomatic Corps when, one day, they demand the immediate release of the foreign subjects held captive by the bandits in Shantung, and the next day protest against the troops firing on the bandits. If there was any prospect of securing their release by payment of a ransom, the attitude of the Diplomatic Corps could be readily understood, but a strange feature of this outrage is that the reports are silent regarding any monetary demands on the part of the bandits, though we observed recently in a Chinese report that four prominent merchants in Peking when the Government had asked to negotiate with the bandits, took with them, besides foodstuffs and medical supplies, "twenty boxes of silver." The interpretation which must be placed upon the somewhat conflicting Notes of the Diplomatic Corps to the Chinese Government is that the Legations are demanding the release of the captives, and while leaving it to the Chinese authorities to discover the means, the Legations have become impressed by the threats of the bandit leaders that the captives will be massacred if troops pursue them, and, therefore, are naturally anxious that means of rescue should not be adopted which would entail the murder of the captives. Besides the twelve or fifteen foreigners still in the hands of the bandits there are upwards of a hundred Chinese who were travelling in the first and second class coaches of the train which the bandits wrecked. There would probably be little or no reluctance on the part of the General in command of the troops to ignore the bandits' threat if the Chinese captives were alone concerned, though as the Powers are holding the Government and the leading military officials

THE VISIT OF THE GOVERNOR OF MACAO.

The following reply was made by H.E. The Governor of Macao (Dr. Rodriguez Rodriguez) to the greeting of H.E. The Governor of Hongkong (Sir Reginald Stubbs, K.C.M.G.) at Government House on Monday:—

I thank your Excellency and Lady Stubbs for your personal courtesies to me and Madame Rodriguez, which daily increase our appreciation of the friendship of your Excellencies. In fulfilling this pleasant duty, I have another one to add, and that is to thank your Excellency, the Governor of Hongkong, for the honour which you bestowed on the Government of Macao by your personal visit.

Availing myself with pleasure of this opportunity, I affirm to your Excellency, personally and on behalf of the Portuguese Government, the sentiments of a perfect understanding on all matters and a solid and unchangeable friendship between the Government of the two neighbouring Colonies belonging to two allied Nations. This friendship cannot be disturbed by any baseless statements made by our enemies. And if here in the Orient everything tends to strengthen and develop these friendly relations I cannot do better than quote the words uttered by Lord Curzon of Kedleston in April last, especially in view of the trend of British international policy:—

"The sentiments of friendship that have always attached the English nation to its oldest ally are very well-known—those sentiments time has but fortified."

"Both people, as other nations, have presently to struggle against the many hindrances of these difficult times, and for that it is more than ever necessary to cultivate our friendship."

"England follows attentively and with great sympathy the untiring efforts of the Portuguese statesmen to maintain their country in the place to which Portugal, for its brilliant history, has a right among the Nations."

"That in the Portugal of to-day is still alive the heroic sentiment that inspired in the past its great men, we have an eloquent witness in the recent deeds of its intrepid aviators."

Your Excellency, no one speaking in the name of Portugal could say truer words, more in harmony with the sentiments of loyalty and dignity of the nation which I have the honour to represent. I have the honour to drink to the health of Your Excellency and Lady Stubbs.

THE SANITARY BOARD.

A QUIET MEETING.

The Sanitary Board met at its offices in Post Office Building yesterday afternoon. Owing to the absence of the President (Mr. G. R. Sayer) with the interpret crisis team in Shanghai, the only business of any importance was postponed till the next meeting of the Board in a fortnight's time.

The chair was taken by the Secretary (Mr. A. J. Fraser), whilst the members present were the Medical Officer of Health (Dr. W. J. Woodman), Dr. Ozorio, Messrs. Wang Kung Tin, and S. W. Tso. Mr. D. Davies acted as Secretary.

The first item on the agenda referred to a letter from the Government relating to the proposed by-laws on the importation and landing of animals, and the mitigation and prevention of disease among animals.

Mr. FRASER stated that he had received the Governor's permission to postpone this item till the next morning, and with the permission of the Board, he would take that course.—This was done.

There was no further business of any public interest.

M. ALEXANDER SKLAREVSKY'S 'FAREWELL RECITAL.'

A fairly large audience resisted the attractions of bathing and faced the rigours of an indoor function in this weather to hear, yesterday afternoon, M. Alexander Sklarevsky's farewell piano recital. They were well rewarded. The accomplished musician presented a remarkably comprehensive programme of the works of the great masters—Schumann, Chopin, Mendelssohn, Liszt, Beethoven, Debussy—and other composers whose names are not so familiar. M. Sklarevsky's superb technique and skill gave the greatest pleasure alike in the more severely classical and the more popular of the compositions rendered.

The following was the programme:—

- I.—Etudes Symphoniques.....Schumann.
- II.—(a) 3 Preludes.....Liszt.
- (b) 3 Impromptus.....Chopin.
- (c) Valse.....Mendelssohn.
- (d) Scherzo.....Schubert.
- III.—(a) Song without Words.....Mendelssohn.
- (b) Capriccio.....Liszt.
- (c) Skrynk.....Bach.
- (d) Menuet.....Sgranbatt.
- (e) Turkish March.....Beethoven-Rubinstein.
- IV.—(a) Moonlight.....Debussy.
- (b) March Militaire.....Schubert-Tanig.

Over 16,000,000 passengers were carried on the trains, trams, and omnibuses of the London Underground group during Easter, the Bank Holiday figures totalling 5,000,000.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]CANADIAN PACIFIC LINER
WRECKED.

PASSENGERS SAFELY LANDED.

St. Johns, May 21st.

The Canadian Pacific liner *Marcelle* struck the Cape Freer rock in a fog twenty miles to the westward of Cape Race. She sank in seven fathoms of water and is now lying with her bow deck awash a mile from Cape Pine.

All the passengers, numbering 430 were safely landed at the village of St. Shotts, where they were housed for the night. The *Marcelle's* cargo consisted mostly of flour and grain.

MIXED CLAIMS COMMISSION
AMERICAN SELECTED AS
UMPIRE.

WASHINGTON, May 21st.

Mr. Edwin Parker, American member of the Mixed Claims Commission, has been selected as the commission's umpire in succession to Mr. W. R. Day who has resigned.

Mr. Parker, who assisted in the organization of the War Industries Board, served at a later date on the United States Liquidation Commission.

DEBT FUNDING AGREEMENT
LIKELY TO BE SIGNED
SHORTLY.

WASHINGTON, May 21st.

The actual signing of the debt funding agreement with Great Britain appears to be near, according to the spokesman of United States Treasury who declared today, after a meeting of the Debt Funding Commission, that nothing objectionable to the American Government could be found in the latest British proposals for debt funding.

EARLIER CABLES.

SOCIALIST CONGRESS.

BRITISH LABOURITES TO VISIT
HAMBURG.

LONDON, May 21st.

Some thousands of delegates, including a big German representation, Mr. Arthur Henderson, Mr. J. H. Thomas and other British labourites, are attending the Socialist Congress at Hamburg, the primary object of which is to revive the Internationale on a pre-war basis. The Bolsheviks are not represented. The Vienna Internationale, which has been described as the "two and a half Internationale," decided by 69 votes to 6 to unite with the Second Internationale. Mr. Ramsay MacDonald is unable to attend.

THE BEIRA INCIDENT.

HOW THE TROUBLE
AROSE.

Beira, May 21st.

The trouble which "necessitated the summoning of an armed force arose as the outcome of a protest by the townspeople against an attempt on behalf of the Banco de Beira to ship sixty thousand pounds sterling worth of silver to Delagoa Bay. The townspeople affirmed that the ultimate destination was India, and asserted that the action was detrimental to the country's interests. They cut the ropes of the waiting lighter, which grounded.

LATER.

The silver has now been despatched without incident.

SOVIET PROPAGANDA.

BOLSHEVIK ATTEMPT TO BLUFF
BRITAIN.

Riga, May 21st.

With reference to the suggestion that Britain would agree to a compromise on other matters if propaganda in the East be discontinued, the Soviet Government appears to be endeavouring to gain time in this way, while gradually evolving more roundabout methods of resuming its Eastern propaganda.

COUNTY CROCKET RESULTS.

London, May 21st.

Worcester beat Essex by an innings and eleven runs.
Kent beat Hampshire by an innings and 20 runs. In the first innings Kennedy and Hantke scored 101 and Mead 50. Woolley for Kent made 80.
Cambridge University beat West Indies by nine wickets. The Centab player Claude Ashton scored 92.

MR. BONAR LAW.

UNDERGOES A SLIGHT
OPERATION.

LONDON, May 21st.

A medical bulletin states that Mr. Bonar Law underwent a slight operation on his throat this morning, otherwise his condition is unchanged.

The operation on Mr. Bonar Law was "exploration," and designed to give ease. The pressure on the throat muscles had caused continuous pain during the past few days.

FRENCH PREMIER'S SYMPATHETIC
MESSAGE.

Paris, May 21st.

M. Poincaré has telegraphed to Mr. Bonar Law saying that France deeply regrets his resignation, and does not forget that despite the difference in methods that the two countries have been following during the last few months in execution of the Treaty, Mr. Bonar Law contributed all his strength to maintaining intact the alliance necessary to the tranquility of the world, and France is grateful to him for having so well understood her will with regard to reparations, and for having so loyally recognised France's constant pacific intention. The message concludes with the warmest wishes for a prompt, complete recovery.

THE WAR TALK IN THE
NORTH.
A PEACE PARLEY.

Peking, May 14th.

President Li Yuan-Hung has replied to a telegram from Dr. C. C. Wang, head of the Chinese Eastern Railway on the subject of preventing war in North China. President Li endorsed Dr. Wang's views about the need of maintaining peace between Fengtien and Chihli and emphasized the peculiar need for peace at this moment with the Sino-Russian negotiations coming on. He thanked Dr. Wang for having done his part in maintaining a peaceful course.

The peace parley between the Chihli and Mukden representatives in now scheduled to open in five days and some of the Chihli delegates have already gone to Mukden.

What is taken to be the attitude of the Fengtien party on the subject, was outlined by General Chang Hsueh Liang in a talk with some of the Chihli men there. He said that the Fengtien soldiers are able to fight and are not afraid but it is the desire of their party that peace be maintained since a war would interfere with the projected policies of the Three Eastern Provinces.

The preparations of the past year have made them ready for another war, but it is realized that people cannot be ruled by fighting and what China needs is economic confidence and not force. Although the officials have devoted their attention to bringing about peace within the Three Eastern Provinces, soldiers are necessary for protection against interference. However, it is not the intention to bother any other province.

The Fengtien Party welcomes the coming peace conference with Chihli because it is its policy not to bring force to bear on any one provided it is allowed to carry out its policies in the Three Eastern Provinces without outside interference. If it is molested it will use its soldiers; otherwise its programme is peace.—*Chung Mei News Agency.*

A SOVIET "UTOPIA"
AMERICANS CHARGED WITH
LARCENY.

Nine men, all American citizens, were indicted here at New York on April 18th, for grand larceny in connection with the activities of the organization called the Soviet Autonomous Industrial Colony at Kuznetok, Siberia. They were charged with misappropriating Kuznetok to prospective colonists as a sort of industrial Utopia.

The complainants were two disillusioned men who with their families returned to the United States the previous week, after many months of hardships in Siberia, poorer by \$200. One of those indicted is Roger Baldwin, formerly Professor of Sociology at Washington University, St. Louis, who served a term in prison after the war for violating the Selective Draft Law.

The District Attorney said that in the course of investigation into the organization's enterprises, which had brought in receipts of \$20,000, he had been able to furnish the Federal Government with a complete list of Soviet propaganda in the United States, who were working under the authority of Lenin.

"Attention was called in *The Times*, on March 14th, to the miserable plight of the colonists who in response to Soviet enticement had been induced to go last year to the Kuznetok district of Western Siberia, a mining area south of Tomsk. Most of the colonists were Americans, but among them were a number of Canadian and other British settlers. Those who could manage it left the colony some time ago; the others for the most part are in too great a state of destitution to be able to get away.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

THE LINCHING OUTRAGE.
DIPLOMATIC CORPS' STRONG NOTE
TO CHINA.

Peking, May 21st.

The Diplomatic Corps again met this morning and it is understood, discussed the situation created by the attacks by soldiers on the brigands. Following the meeting it was unofficially reported that a strong Note had been sent to the Waichiaopu, demanding the immediate release of the captives.

M. BERUBE RETURNS TO CAPTIVITY.

Peking, May 21st.

The authorities at Tsaochiang wired this morning requesting M. Berube to return, as he was only released on parole. M. Berube is accordingly returning to captivity to-day.

It is reported that the bandit attempt to wreck the railway line to the south of Tai'anfu, though officially denied, is now verified from several quarters.

"THE TIMES" ADVOCATES INCREASE
IN FOREIGN FORCES.

LONDON, May 21st.

The Times, discussing the present intolerable situation in China, says that an international commission of foreign interests might evolve some remedies for the anarchy which menaces a land that is naturally wealthy, peaceful and law-abiding, with political and economic ruin; but time will be needed to devise and apply a cure. What is imperiously needed is something to restore the former security to foreigners in the immediate future, and there is but one way to do that. The Tachans and bandits must be reminded, by signs that are visible and palpable, that behind the foreign notes and protestations stands the stern reality of a military force, comprising some 5,000 foreign soldiers, who are the outward symbol of this force in China to-day. The time has certainly come to make this force more imposing.

[BY COURTESY OF "THE DAILY BULLETIN"]

NEGOTIATIONS DRAGGING ON.

Peking, May 20th.

The negotiations are dragging on indefinitely, with serious loss of foreign prestige, thus encouraging similar outrages in the other provinces. Many Chinese and foreigners are of the opinion that the brigands should have been pressed from the beginning, and that no negotiations should have been opened. They say that this would have resulted in the speedy release of the captives.

The danger of the bandits carrying out their threat to kill their prisoners is not great.

PEACE CONFERENCE AT
SHANHAIKUAN.

Peking, May 21st.

The Peace Conference at Shanhaikuan is reported to be proceeding smoothly. The movements of the Chihli forces towards Jehol and Shanhaikuan are suspended.

YEAR OF BANDIT OUTRAGES.

PEKING-SHANGHAI EXPRESS
POSTPONED.

Peking, May 21st.

This morning's ten o'clock express from Peking to Shanghai did not start. It is reported that this was due to fear of a bandit outrage.

It is understood that the authorities' intention is at present to run afternoon trains as far as Tai'anfu, and continuing the next day to Pukow, with no running during the night.

It is reported that Wu Yu Lin and Tieng Chung Yu are both coming to Peking to discuss the situation.

THE PAY OF CHINA'S M.P.'S.

Peking, May 21st.

It is reliably reported that owing to the lack of pay many members of Parliament threaten to proceed to Canton and join Sun Yat Sen.

The officials intend urging the release of the Customs surplus, but the surplus is only sufficient for domestic bonds and nothing is left for any administrative purposes.

TOKYO STATION MASTER KILLED.

Tokyo, May 21st.

Mr. Takahashi, for many years station master at Tokyo, was killed as a result of a motor accident.

The deceased, who received most of the foreign notabilities during the past quarter of a century, recently retired, when he was decorated by the Emperor.

[THROUGH REUTER'S AGENCY.]
FAR EASTERN OLYMPIAD.

LATEST RESULTS.

OSAKA, May 21st.

At the Olympiad, Japan won the One Mile Relay Race. China did not participate. The time was 32m. 32.4-seconds—a new Far Eastern record.

In the Running High Jump final, Yu Huan An (China) cleared 5 feet 9 inches; Nulido (Philippines) 5 feet 5 inches; Lee (H. Liu, China) 5 feet 5 inches; Davina Gracia (Philippines) 5 feet 5 inches. Yu Huan An and Nulido broke the Far Eastern record of 5 feet 7 inches.

In the Running Broad Jump final, Oda (Japan) did 22 feet 7 inches; Sebastian Santos (Philippines) 22 feet 7 inches; Omote (Japan) 22 feet 3 inches; Salvador (Philippines) 22 feet 3 inches. All broke the Far Eastern record of 22 feet 2 inches.

Putting the Shot: Final (12 lbs.). Nimura (Japan) threw a distance of 43 feet; Ros (Philippines) 42 feet 9 inches; Sebastian Santos (Philippines) 42 feet 7 inches; Saramaru (Japan) 42 feet 6 inches. All broke the Far Eastern record of 42 feet 1 inch.

220 Yards Dash: First heat: Ohmura (Japan) and Nagata (Japan). Ohmura broke the Far Eastern record of 23 seconds, his time being 22.3-seconds. Second heat, Takaki (Japan) and Tani (Japan). Third heat, Catalon (Philippines) and Mori (Japan).

320 Yards Hurdles: First heat, Abiera (Philippines) and Bucoy (Philippines). Second heat, Tadarun (Philippines) and Escamos (Philippines). Third heat, Dizon (Philippines) and Matsukawa (Japan). Abiera's time was 20-seconds and Tadarun's 21.1-seconds. Both broke the Far Eastern record of 20.2-seconds.

800 yards Final:—Okazaki, Toda, Nando and Kinoshita (all Japan) Time 2m. 21.5-seconds. The Far Eastern record, 2m. 21.5-seconds was broken.

220 yards:—Catalon (Philippines) Takaki, Ohmura and Mori (all Japan) Time 22.1-seconds. The Far Eastern record, 22-seconds was broken.

440 yards Final:—Nando (Japan) Danao (Philippines) Matsushige (Japan) and Mailiao (Philippines) Time 52-seconds.

120 yards Hurdles Final:—Fernandez (Philippines) Ebara (Japan) Abiera (Philippines) and Wu Yen Chang (China). Time 27.2-seconds.

220 yards Hurdles Final:—Escamos (Philippines) Bucoy (Philippines) Matsukawa (Japan) and Tadarun (Philippines) Time 27.2-seconds.

100 yards Dash Final:—Catalon (Philippines) Takaki, Ohmura, and Tani (all Japan) Time 10.9-seconds.

Throwing the Discus:—Birtulpo (Philippines) Ohta (Japan) Ito (Japan) and Tu Yung Tung (China) all broke the Far Eastern record, 100 feet 5 inches. Birtulpo (Philippines) 110 feet 7 inches.

Preliminary Volley Ball:—Philippines beat Japan by 42 to 4.

Preliminary Basketball:—The Chinese beat the Japanese by 52 to 10.

Hop-Step-and-Jump Final:—Oda (Japan) Torres, (Philippines) Santos (Philippines) and Sato (Japan) Distance, 46 feet 10 inches.

SWIMMING RESULTS.

OSAKA, May 21st.

Rain marred the proceedings to-day. The final of the 220 Yards Relay Swim resulted: 1, Japan; 2, Philippines; 3, China. The time was 101.2-seconds.

The preliminaries of the 200 Yards Breast Stroke resulted: First heat, Fujimoto and Sakakura (both of Japan). The time was 101.2-seconds. Second heat, Sagita and Yanai (both of Japan). The time was 102.4-seconds. Third heat, Ishida (Japan) and Ildelfonso (Philippines). Time: 3m. 13-seconds, beating the Far Eastern record 3m. 16.2-seconds.

The rain stopped at 11.30 and the contests proceeded with increased vigour. The number of spectators was larger, including a number of women.

One Mile Swim: First heat: Matsusawa, Sato and Hijikata (all Japan). The time constitutes a Far Eastern record 30m. 2.3-seconds.

One Mile Swim: Second heat, Kodama, Hori and Takashi (all Japan). Time: 25m. 1.2-seconds.

100 Yards Swim: First heat: Onoda and Tanaka (both Japan). Time: 50.1-seconds. Second heat: Iriya (Japan) and Tanjuto (Philippines). Time: 55-seconds. Third heat: Enga (Philippines) and Suzuki (Japan). Time: 1m. 1.1-seconds. All these times break the Far Eastern record, 1m. 1-seconds.

FOOTBALL.

In the Preliminary Football, China beat the Philippines by 3 goals to nil. Three Filipinos were seriously injured. Qui broke a leg and Manzano and Hernandez sustained broken ribs.

LAWN TENNIS.

OSAKA, May 21st.

Preliminary Lawn Tennis Doubles, Far Eastern Championship Tournament: The Philippines, Brothers Arango, beat the Chinese, Ng Sze Kwong and Wei Wing Lok 3-6, 6-2, 6-7, 3-6, 6-2.

Ladies' Doubles, International Open Tournament: Misses Tamura and Kajikawa (Japan) beat Misses George and Santos (Philippines), 6-2, 6-1.

PHILIPPINE AFFAIRS.

AN ADDRESS BY THE GOVERNOR-
GENERAL.

The Philippine National bank has incurred a total loss of P70,000,000 in its operations and P40,000,000 is tied up in securities.

The Government is planning to connect the port area with the railroad by constructing a bridge over the Pasig river which will facilitate the handling of freight.

Education, sanitation and administration of justice have improved a great deal. One of the most important road projects under way is the construction of the San Jose-Santa Fe road, which will be opened to automobile traffic by next month. The new road will develop the rich region of the Cagayan valley.

These were the highlights of the address delivered by Governor General Wood at the opening of the eighth annual conference of district engineers held in Baguio, says the *Manila Times*.

Governor General Wood explained the reasons for the Government action in curtailing its activities this year, emphasizing the fact that owing to financial difficulties economy should be exercised. He praised the administration of public works by Director Paez, saying that the bureau has been run efficiently. He referred to Mr. Paez as "one of the bureau directors whom the administration does not need to give any instructions and tell him what to do." He also praised the district engineers, saying that in spite of the large amount of money allotted to public works no complaint has as yet been heard against their honesty.

THE BANDIT OUTRAGE.
CALL FOR ACTION.

Following is a copy of a resolution passed by the Peking British Chamber of Commerce:—

"Resolved that this Chamber Associates itself with other foreign organizations in China in expressing indignation at the recent outrages on the Tientsin-Pukow Railway and sympathy with the Chinese and foreign victims."

"That in the opinion of this Chamber could be made by a large body of armed men on an express train running on the main line of trade and tourist traffic between Shanghai and the capital affords culminating evidence not only of the complete neglect by China to give effect to the ninth Resolution of the Washington Conference on the subject of the reduction of military forces, but of the grave anarchy which has so long prevailed in this country."

"That this state of anarchy is due to the misuse of military leaders who have usurped the functions of government, and that for the restoration of law and order and the protection of lives, property, and Treaty rights of foreigners, concerted action should be taken by the Treaty Powers to obtain (A) The effective disarmament and disbandment of superfluous Chinese armed forces whether classified as troops or bandits, and (B) The safe and efficient operation of the railways."

"That copy of this resolution be communicated to H.B.M. Minister."

CHINESE POLITICAL SCIENCE
REVIEW.RECORD-BREAKING APRIL NUMBER OF
500 PAGES.

The April 1933 Number of the "Chinese Social and Political Science Review," is a publication of 500 pages.

The Review is the quarterly organ of the Chinese Social and Political Science Association (Peking), of which the President is ex-President Dr. W. W. Yen. Since January of this year it is being edited by Dr. M. T. Z. Tsau, Author of "China Awakened," "London Through Chinese Eyes," "Legal Obligations arising out of Treaty Relations between China and Other States," etc.

The present issue (which is intended partly to make up for the backwardness of the Review which appeared only twice in twenty-four months between 1921 and 1923) consists of two volumes: (1) The Review Proper of 166 pages, consisting of contributed articles and proceedings of the Association, etc. (2) The Washington Conference Supplement of over 300 pages, comprising the texts in both English and Chinese of the treaties and agreements and resolutions adopted by the Washington Conference as well as the detailed Shanghai treaties and Sino-Japanese Postal agreements signed in Peking last December.

Among the contributed articles are:—"Treaty Relations between China and Great Britain," by Dr. C. L. Hsia; "Chinese Emigration," by Prof. McNair (St. John's University, Shanghai); "Ancient Chinese Philosophy," by E. F. Johnston; "The Constitution of Hunan Province," translated by Professors Quigley and Yui (Tsing Hua College, Peking); "The Anti-Religion Movement," by three Chinese Y.M.C.A. Workers; "Brief Account of the Early Development of Sinology," by Prof. A. H. Rowbotham (Tsing Hua College); "The Washington Conference," by Dr. Telly H. Koo; "The Special Supplement contains also a report of the Washington Conference submitted to the Chinese Government by the Chinese Delegates, Dr. See, Koo and Wang; the Provisional Regulations for the Commercial Port of Kiaoohow; and the List of China's Delegation to the Washington Conference. The Special Supplement is sold at \$1 a copy; to Chinese students, at fifty cents a copy.

A LESSON IN LAWN TENNIS

A well-known expert writes as follows in the *Daily Mail*:—

"There are thousands of average players who wish to improve their play, but do not know how. The first tip is, never play on a lawn. Play on a rubber court, or better, if possible, on wood or very smooth cement."

Some players think that the way to improve is to use more energy. That is fatal. Try, as golfers say, to "span" your stroke—that is, never make a full hit. Connected with this is the paradoxical advice—never hit at all.

The average player sees the ball coming, takes a grim stance and swings his racket like a tomahawk. The best way to make a drive is without a stance, but in your stride; this gives your hold of the ball a larger margin of error, and your forward movement gives it pace. Carry the ball, instead of hitting it.

Stick to the rule of having your feet and shoulders in a line parallel to the proposed direction of your hit, while you are hitting. As the finish your racket should point to the place where the ball has gone.

Swing back only a foot or so; follow through need not be emphasised, if you hit on the run. This run is a follow-through. The one is bodywork, the other merely arm.

When waiting for the ball hold your racket in front of you, not across your chest or down by your leg, and rather high. Start easily. For this your feet should be a foot apart, one flat, the other on the toe. Hold the racket with a neutral grip, ready for a forehand or a backhand stroke.

All these little accessory details may seem to some people unnecessary, but in reality they are vitally necessary. Lawn tennis is a game in which the most leisurely and sloping game in the world. To improve in it you must obviously make it more mechanical and more purposeful.

Another point in which the average player is weak is court-position. After making a stroke you must at once return to a centre, either behind the base-line, or half-way between the service-line and net. This covering of the court is important. As regards the strokes themselves, the movement must coincide with the arm bent, and the arm must gradually straighten out up to the actual hitting. The method of gripping the handle is often wrong in one or other of two ways. You either hold the racket as if it were an axe or you hold it as if it were a carpet-beater. The only efficient grip is one midway between these two extremes.

Realise that a backhand stroke is not made with the back of the hand but with the heel of the hand, the palm being parallel to the floor.

PLAQUE OF DEER.

ENORMOUS DAMAGE IN NEW
ZEALAND.

Deer to the estimated number of 300,000 are doing much damage in New Zealand, says a recent Press message from Christchurch. The Forestry Officer commissioned to report on their depredations recommends that in the neighbourhood of settlements land the protection of the animals should be wholly removed, and the sale of carcasses permitted, while in more remote districts men should be employed to diminish the herds by shooting or poisoning.

According to the report, the huge herds of to-day came from 111-head imported at various times between 1851 and 1909. The cost to the country of the damage they do to mountain pastures, crops, to fences, and to stock is estimated at 215,000 per annum. The gain to the country from its deer herds is estimated at £2,000.

Last year the owner of a grazing run abandoned 23,000 acres at Lake Rotati and explained to the Commissioner of Crown Lands that the deer had left no food for the stock. The author of the report calculates that deer have displaced the equivalent of 450,000 sheep from the pastures of the Dominion.

Some of the passages on the habits of deer read rather quaintly. For instance: "Great distances are travelled through the night in search of food, and the animal, being mischievous by nature, often destroys far more than it eats. It is very fond of gambolling about also, and this habit causes some trouble among ewes and lambs."

HOW MANY CARS ARE
THERE?

According to a 1932 census, just completed, there are 1,474,468 motor-cars and utility motor vehicles registered as being in use in the world today, of which no fewer than 19,354,377 are employed in the United States of America. This leaves 3,950,091 operating in other countries, otherwise something under a single year's output of the American motor industry. The gross figures represent 17.12 per cent. increase over the survey of the previous year, 1921. The percentages of registration increases are respectively: 14.12 per cent. outside the United States of America, against 17.90 per cent. within the borders of the States. The passenger cars and utility motor vehicles used outside the United States, totalling 2,270,091, are distributed, approximately, as follows: Europe, 54.8 per cent.; North (exclusive of the U.S.A.) and South America, 30 per cent.; Oceania (including Australia and New Zealand), 6.3 per cent.; Asia, 6.1 per cent.; and Africa, 3.0 per cent.; North and South America (including the United States) use 88.9 per cent. of the total number of vehicles; Europe, 6.9 per cent.; Oceania (including Australia and New Zealand), 3 per cent.; Asia, 8 per cent.; and Africa, 5 per cent. Despite unstable economic conditions in many areas, no fewer than 180,000 new motor vehicles were sold in Europe last year; registrations being higher in nearly every country. Mr. Herbert Hoover, in his statement concerning the economic situation this year, says: "Outside of Europe the world has shaken itself free from the great after-the-war slump. The production and commerce of Asia, Africa, and Latin America have recovered to levels above the pre-war, despite currency fluctuations, political disturbances, and economic stress."

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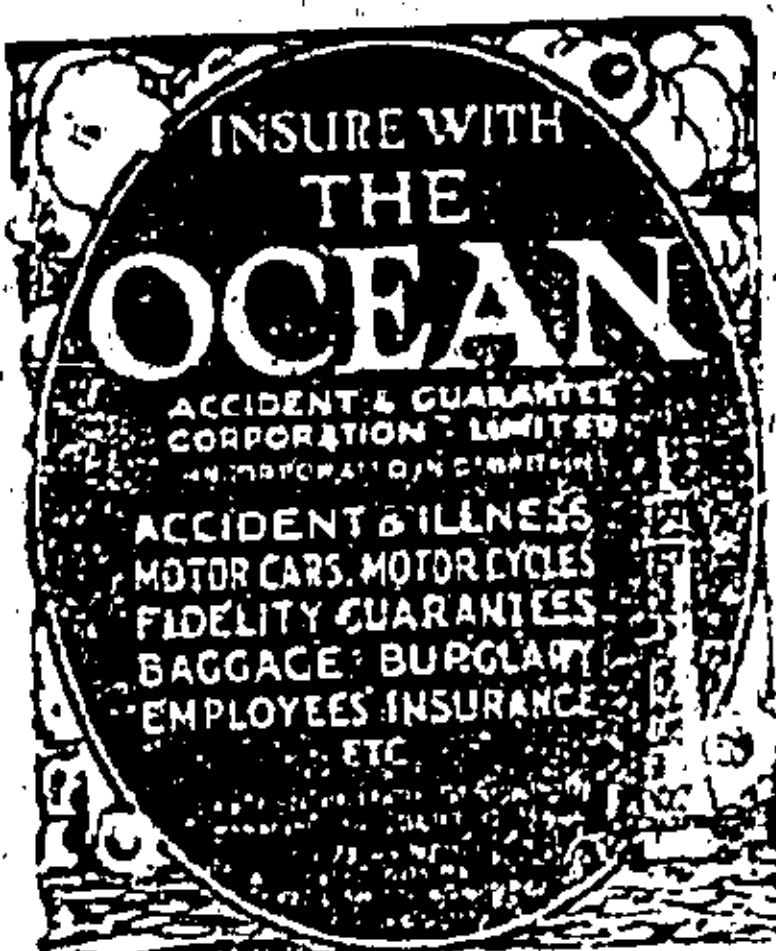
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TEMPER AND MARRIAGE. JUDGE ON "ANGELS" AND "FIENDS."

During the hearing of a breach of promise case in the King's Bench division on April 18th, Mr. Justice Swift remarked that if a bad temper rendered a woman unfit for matrimony half the population of the country would never have been born.

Plaintiff was Miss Dorothy Lydia Botteridge, of 50, Woodland-terrace, Old Charlton, and defendant was Mr. Cecil Henry James Rhodes, a sister, of 78, Wickham-lane, Plumstead. The breach was admitted, but defendant pleaded that plaintiff's temperament gave him just cause for breaking the engagement.

Mr. Frank Powell, for plaintiff, said the parties became engaged in March, 1921, and defendant himself fixed the wedding day as August 5th, 1922, because it was the anniversary of the day he joined the Army. In July, 1922, she received a letter terminating the engagement. In effect defendant asserted that he only became engaged because plaintiff compelled him.

Defendant, in evidence, admitted the promise of marriage, but said it was a fact that plaintiff told his mother that she "was guilty of a dirty low-down trick" when she kept money so as to prevent the wedding.

Mr. Justice Swift observed that the first instance given as an exhibition of plaintiff's temper was when defendant failed to take her out as he had promised to do. "I don't know whether there has ever been a woman since Eve," he said, "who has not been angry when her man failed to turn up but who has not forgotten it soon afterwards. Is a woman to be said to be unfit to marry because she has a bad temper in such circumstances?" His lordship expressed the opinion that defendant had no case to go to the jury, but added that he would let the jury decide the matter; he would ask them whether, by reason of her alleged bad temper, the plaintiff was unfit for matrimony.

Counsel addressed the jury. Mr. Justice Swift, in the course of his summing-up, reminded the jury that they had nothing to do with "these curious people" who advocated the abolition of actions for breach of promise of marriage, and that there should be a "close time" called the engagement period, during which a couple could the better make each other's acquaintance—that there should be an actual "trial," so to speak, with either party at liberty to retreat without penalty. That view was wrong. In the present case the contract, in the eyes of the law, was like any commercial contract; it was binding in law, and the same principles must apply to its construction as to any other. It was not sufficient to show that the lady did not come up to expectations. "Nobody who was engaged to be married," said his lordship, "ever did come up to expectations. (Laughter.) Love is proverbially blind. (Laughter.) Doubtless, members of the jury knew what it was to have courted an angel, and found, after marriage, that she was a mere human woman like the rest." (Laughter.)

"Everybody's wife," said his lordship later, "is, of course, the most angelic-tempered person that exists, but everybody has neighbours who have wives whose tempers are the tempers of perfect fiends. (Laughter.) Yet you would not say that these wives were unfit for matrimony. The mere fact that a woman has a temper does not render her unfit for matrimony, or half the population of this country would never have been born. (Laughter.) Half the mothers of this country are women who at times can display a good deal of temper. It is not sufficient that the plaintiff should have a temper; there must be evidence of such bad temper that you can honestly say she is shown to have a character and temperament which render her unfit for matrimony." Discussing what plaintiff had lost as a result of the engagement's termination, his lordship alluded to Mr. Ennes's remark that defendant was a well-brought-up son. "It probably occurred to you," he added, "that he has gone through life with a good deal of the apron-string attached to his neck." (Laughter.)

The jury awarded plaintiff 250 damages on the claim and found for defendant on the counterclaim for the return of certain goods, or £10, their value. Judgment was entered accordingly, but stay of execution was granted to enable the parties to agree as to a selection in the damages in lieu of the return of the goods.

THE DOWER OF UGLINESS.

Many optimists have done what they could to encourage matrimony. It is, however, obvious that they incline to avoid witnessing the consequences. The man who assigns a part of his fortune to provide dowries for deserving spinsters does not complete the donation in his lifetime, but leaves it to his executors to see the thing through. Such sanguine yet wary friends of humanity have generally asked of other qualifications from the channels seeking endowment than virtue. It has been reserved for M. Nicolas Yannou Zakkas to discover a new title to subsidies. His will bequeathes the sum of forty Turkish pounds for the marriage of each of two poor orphan girls, the plainest to be found in the Orthodox Communities of Stavrodromio and Neochon. We are not acquainted with the standard of comeliness which obtains in those societies, but it is obvious that there might be some difficulty in selecting the candidates. Baskin has taught us that ugliness is rare, and however difficult in this as in other matters, we find it to make the noble doctrine of the master agree with coarse fact, we cannot suppose we cannot even wish that it will ever be easy to procure general agreement as to whom the new golden apple for the ugliest should be given. One man cannot agree among themselves which damsel looks worst, far more difficult they find it to arrive at any working agreement on the subject with women. A cheery French epigram assures us that the only ugly women are those who don't know how to look pretty. But this will not help us to a solution. In the popular plays it is common to find that the only difference between beauty and ugliness is a frock and a fashion of hairdressing. The philosophy of M. Zakkas, we must infer, would not admit of this metamorphosis. If beauty were bought at the milliner's and the hairdresser's there need be no prize for ugliness, but free tickets to the stethers of those magicians. Yet he was aware of the difficulty in choosing the objects for his endowment. The supremacy in ugliness, he proposed, should be determined by lot, some general level of uncomeliness being apparently assumed among the damsels who come forward to compete. This may suggest interesting speculations as to whether it will be a mere consciousness of a plain face or an eye to the main chance that brings the orthodox damsel of Stavrodromio to dip in the lucky-bag. But on a full consideration we cannot approve the philanthropy of M. Zakkas. It is against public policy to put a premium on the marriage of the ugly. An eighteenth-century writer laid it down that ugliness in a woman is a letter of credit, but he seems to have failed to permeate the world that it can be trusted. Handsome is, no doubt, a handsome does. The ugly sisters may be the best creatures in the world, and Cinderella a minx; but there can be nothing handsome about either brigadoon or bride when the man would not marry her unless he were paid for it. The orthodox but ugly damsels of the Bosphorus would be wise to avoid the dower. After all, no woman was ever so plain that everyone thought her so. (Continued at foot of next column.)



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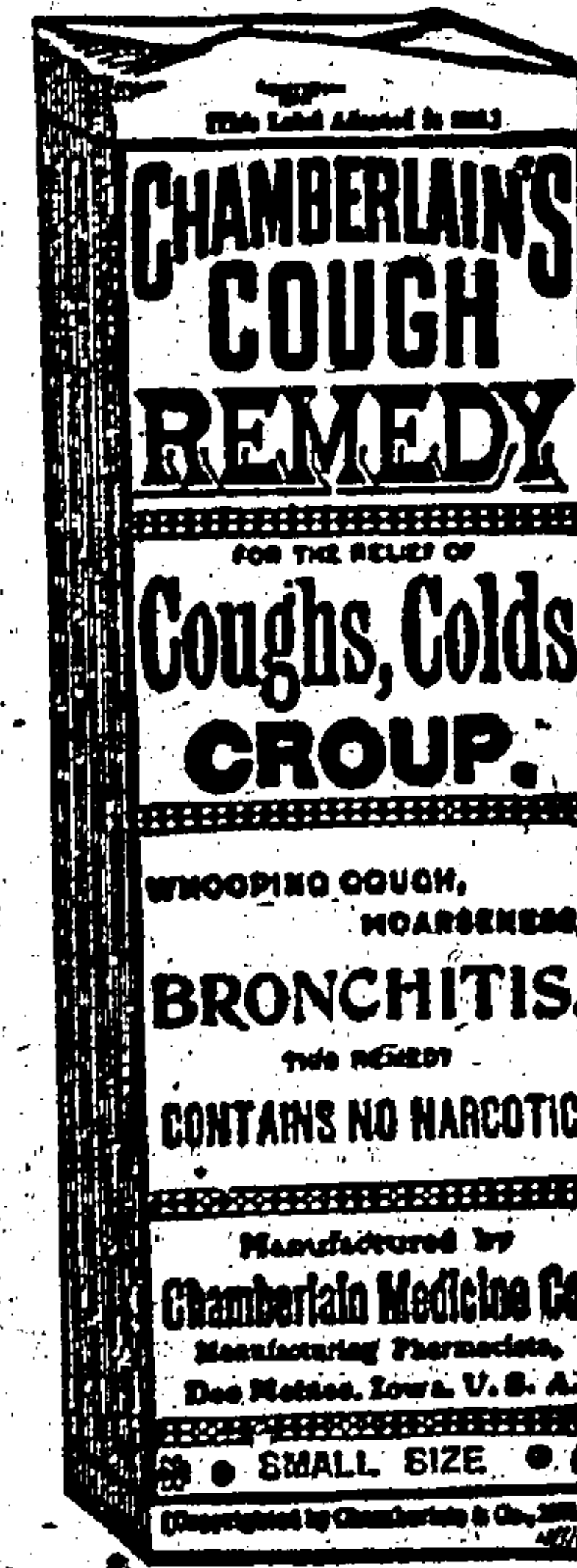
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competes. This may suggest interesting speculations as to whether it will be a mere consciousness of a plain face or an eye to the main chance that brings the orthodox damsel of Stavrodromio to dip in the lucky-bag. But on a full consideration we cannot approve the philanthropy of M. Zakkas. It is against public policy to put a premium on the marriage of the ugly. An eighteenth-century writer laid it down that ugliness in a woman is a letter of credit, but he seems to have failed to permeate the world that it can be trusted. Handsome is, no doubt, a handsome does. The ugly sisters may be the best creatures in the world, and Cinderella a minx; but there can be nothing handsome about either brigadoon or bride when the man would not marry her unless he were paid for it. The orthodox but ugly damsels of the Bosphorus would be wise to avoid the dower. After all, no woman was ever so plain that everyone thought her so. (Continued at foot of next column.) Daily Telegraph.

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Is that the description of your little one? Happy and smiling when awake, sleeping peacefully at the proper time—a "good" Baby.

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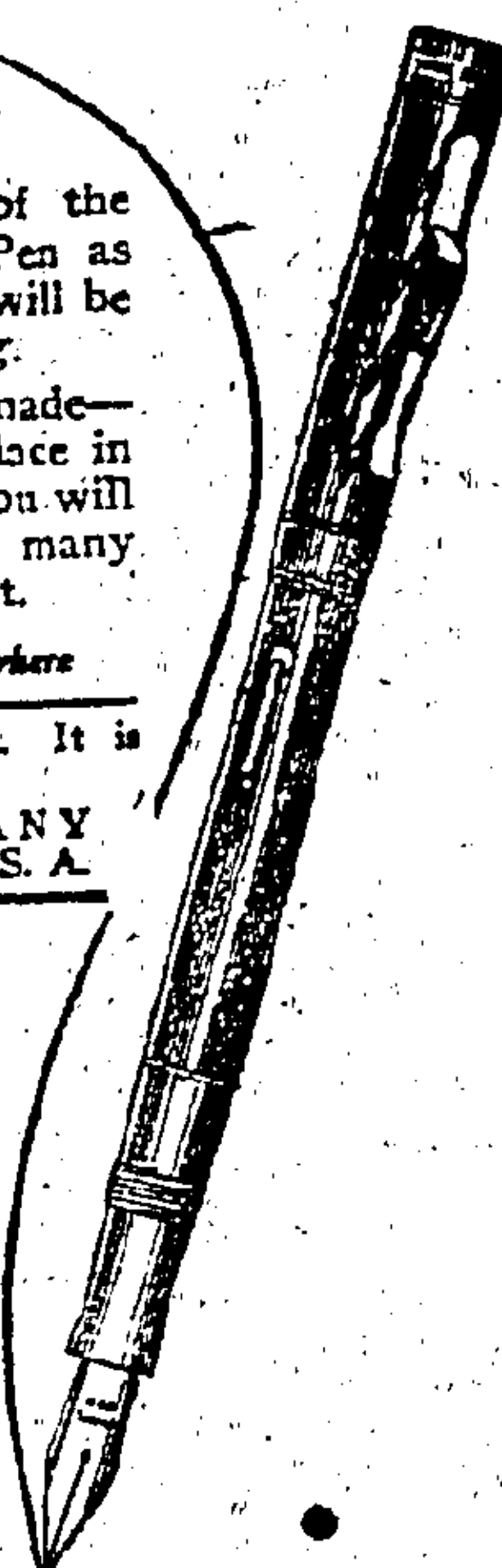
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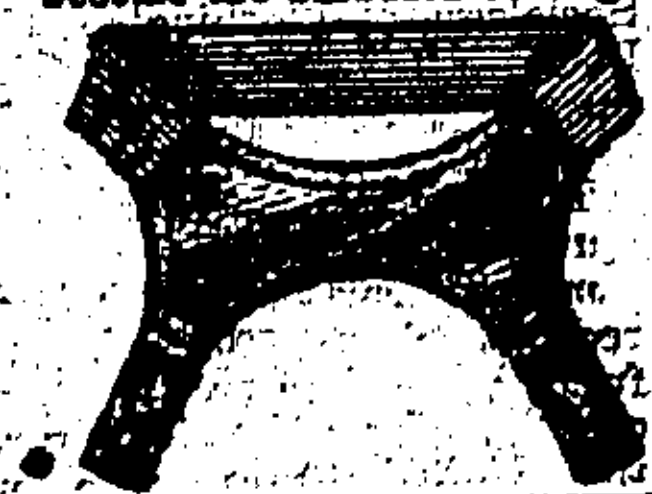
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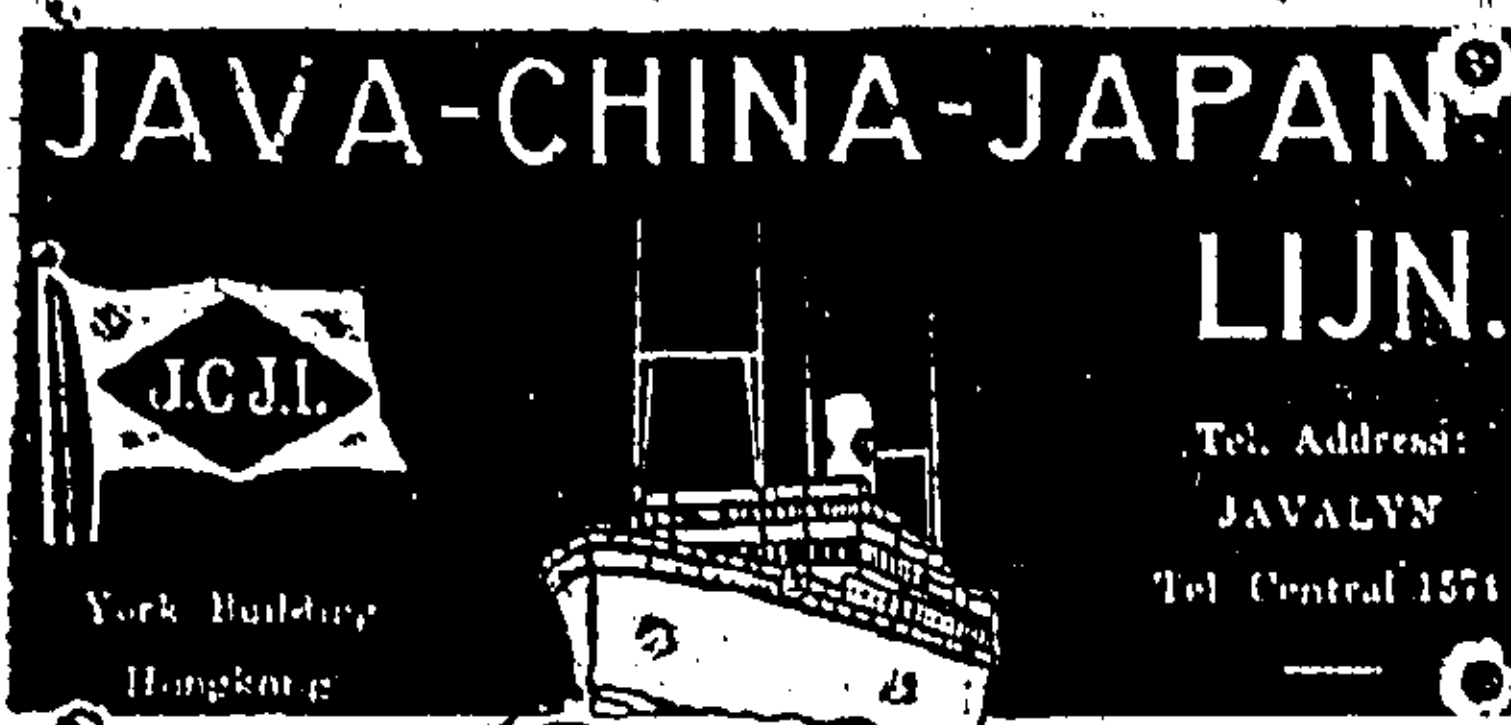


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"BLACK COAT WORKERS."
RECOGNITION OF TRADE UNIONS.

In the House of Commons on April 18th, Mr. R. Murray (Lab. Soc.) moved:
"That, in view of the worsening conditions of middle-class professional workers, and of the advantages resulting from the recognition of the organisations of manual workers, and the practice of collective bargaining, and the House is of opinion that local authorities, banks, insurance and shipping companies, and other employers of professional and clerical workers should follow the example of the Government in recognising the organisations of these workers."

It had, he said, been alleged that this resolution was a political move, and that the Labour members were trying to secure the support of the professional workers with no real desire to help them; but those who had recognised in Labour the one and indivisible machine on which life depended had all along declared that the professional workers were as much a part of the Labour machine as the lowest paid of the manual workers. The black-coat workers had been long in recognising the necessity for organising to attend to their own interests, and had often regarded themselves as above the need for organisation because they looked like gentlemen. (Laughter.) He complained that many of the organisations which had been formed had not received the recognition of the employers, and said that what had to be done was to create in the country "a kind of influence of the House," a "surge" which would give justice and consideration to people in that position.

Mr. Wm. Graham (Lab. Soc.), seconding the motion, said the Labour party drew no differentiation between what were called professional and manual workers. There was no doubt that during the war probably no class in the community, with the exception of old-age pensioners, suffered more through lack of collective bargaining power than the professional workers.

Mr. S. Samuel (C.), in opposing the motion, said that banks gave their employees every facility to put forward any grievances they might have. Banks and large shipping companies and commercial houses treated their employees with every consideration, and did everything possible to make their existence as happy and comfortable as possible. It would be intolerable if bankers or any other large employers were to be dictated to by people outside who had no possible knowledge of the business. In the large banks they had established a guild which had the power to go before the directors and managers, and their representations were always sympathetically considered. It would be impossible for any large establishment to lay down a scale of wages applicable to every individual in its service. They must be able to select the fittest man for any particular job. The motion would mean the introduction of conditions which would not only be intolerable but exceedingly difficult to carry out.

Mr. Clynes (Lab.), in supporting the resolution, said there was a real necessity for the step they were asking the House to take. The men concerned had not begun to organise until the pressure of high prices made the cost of living intolerable. They suffered for a considerable time before their employers came to their relief in the same way as relief was given to the higher paid manual workers.

Mr. J. Murray (L.) said that there was a real reaction against Whitleyism, both among employers and workers. On the one hand there was alienation and on the other disillusionment. Whitley rights, relationships, duties, burdens, and privileges had taken on a stabilised and normalised shape, so that one now knew what was meant by recognition of trade unions. He was inclined to ask whether the time was not approaching when these relationships, rights, duties, burdens, and privileges that Whitleyism meant for both sides should not be given the force of law. Sir G. Hamilton (C.) supported the resolution because there were bad employers as well as good ones. Trade unions should, however, allow more liberty to their members.

Mr. Betterson (Parliamentary Secretary, Ministry of Labour) said that if there was a division it would be left to the free vote of the House. Capt. Foxcroft (C.) said that a good many Conservatives would vote for the motion, but many more would have voted for it if the great trade unions during the past four years had used their enormous power with more moderation than they had done. (Hear, hear.) As he believed the case of the bank clerks was a just case he would vote for the motion. The motion was agreed to without a division.

UNTAXED GERMANS.**BIG INCREASE IN FLOATING DEBT.**

The unsound management of the finances of the German Empire is displayed in figures published for the financial year ending March 31st, 1923. These figures show that:

Only one-sixth of the sum expended by the Government was derived from taxation.

The sum derived from the compulsory loan, often described as the sacrifice of the great industrialists to the Fatherland, is negligible.

The finances of the Empire have gone from bad to worse since the occupation of the Ruhr.

The following figures show how the floating debt has risen by leap and bound as the result of the Government's policy of resistance in the Ruhr:—

	Marks.
March 31st, 1922	271,000,000,000
June 30th	293,000,000,000
September 30th	450,000,000,000
December 31st	1,494,000,000,000
January 10th, 1923	1,011,000,000,000
January 20th	1,521,000,000,000
January 31st	2,061,000,000,000
February 10th	2,415,000,000,000
February 20th	2,620,000,000,000
February 28th	3,568,000,000,000
March 10th	4,345,000,000,000
March 20th	5,800,000,000,000
March 21st	8,001,000,000,000

While the Government is daily running deeper into debt the great industrialists and hundreds of the lesser industrialists have millions of £'s and dollars snugly hidden in foreign countries, says a Berlin message to a London paper.

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carrying His Majesty's Mails, will be despatched from this port, at Noon on TUESDAY, the 28th May, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.
Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 22nd May, 1923. [860]

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "DELTA."

Arrived Hongkong on 19th May, 1923.

From ANTWERP, LONDON, PORTSAID, ADEEN, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out, Marked by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 6 hours before arrival of the Steamer.
Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays.

All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.
No claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 18th May, 1923. [859]

NOTICE TO CONSIGNEES.

FROM PHILADELPHIA, NORFOLK AND NEW YORK.

THE S.S. "EASTERN PRINCE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on 28th May, at 10 A.M.

All claims must be presented within 15 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 28th May, will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **FURNESS (FAR EAST), LTD.**

St. George's Building.
Hongkong, 21st May, 1923. [864]

INDO-CHINA**STEAM NAVIGATION COMPANY, LIMITED.**

SAILINGS	SUBJECT TO ALTERATION.
SHANGHAI via SWATOW ...	"KONGSANG" ... Wednesday, 28th May, Noon.
HAIPHONG via HOIHOW ...	"LOKSANG" ... Friday, 28th May, 9 a.m.
SHANGHAI via SWATOW ...	"HINSANG" ... Friday, 28th May, 2 p.m.
SANDARAN ...	"LOONGSANG" ... Friday, 28th May, 3 p.m.
MANILA ...	"ESANG" ... Sunday, 29th May, Noon.
SHANGHAI via SWATOW ...	"CHAKSANG" ... Tuesday, 29th May, Noon.
BANGKOK via SWATOW ...	"TAISANG" ... Wednesday, 30th May, Noon.
SHANGHAI via SWATOW ...	"CHIEFSING" ... Wednesday, 30th May, 3 p.m.
STRAITS & CALCUTTA ...	"HOSANG" ... Thursday, 31st May, 7 a.m.
ROBE via MOJI ...	"YUSANG" ... Friday, 1st June, Noon.
SHANGHAI via SWATOW ...	"WINGSANG" ... Tuesday, 5th June, 10 a.m.
SHANGHAI via SWATOW ...	"LAISANG" ... Friday, 10th June, 3 p.m.

CALCUTTA LINE—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Rangoon and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Hoihow when Indochina offices.

BORNEO LINE—Fortnightly sailings to and from Sandakan by two 3,000 ton steamers, "BINSANG" and "MAUNANG" both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiaofoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by two steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

S.S. "HOSANG" will be despatched on or about
Wednesday, 30th May at 3 p.m., for SINGAPORE, PENANG
& CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT
SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

TELEPHONE: CENTRAL No. 15

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE**OUTWARDS.****HOMEWARDS.**

Vessel.	Due Hongkong	Vessel	Leave Hongkong	Discharge
"GLENARA" ...	4th June.	"GLENARIFE" ...	25th May.	Genoa, London, Rotterdam and Hamburg.
"GLENIFFER" ...	18th June.	"GLENAMOY" ...	1st June.	London, Rotterdam and Hamburg.
"GLENARVONSHIRE" ...	2nd July.	"GLENAPP" ...	21st June.	London, Rotterdam and Hamburg.
"GLENBEG" ...	16th July.			

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.,**The Glen Line, Ltd., AGENTS.**

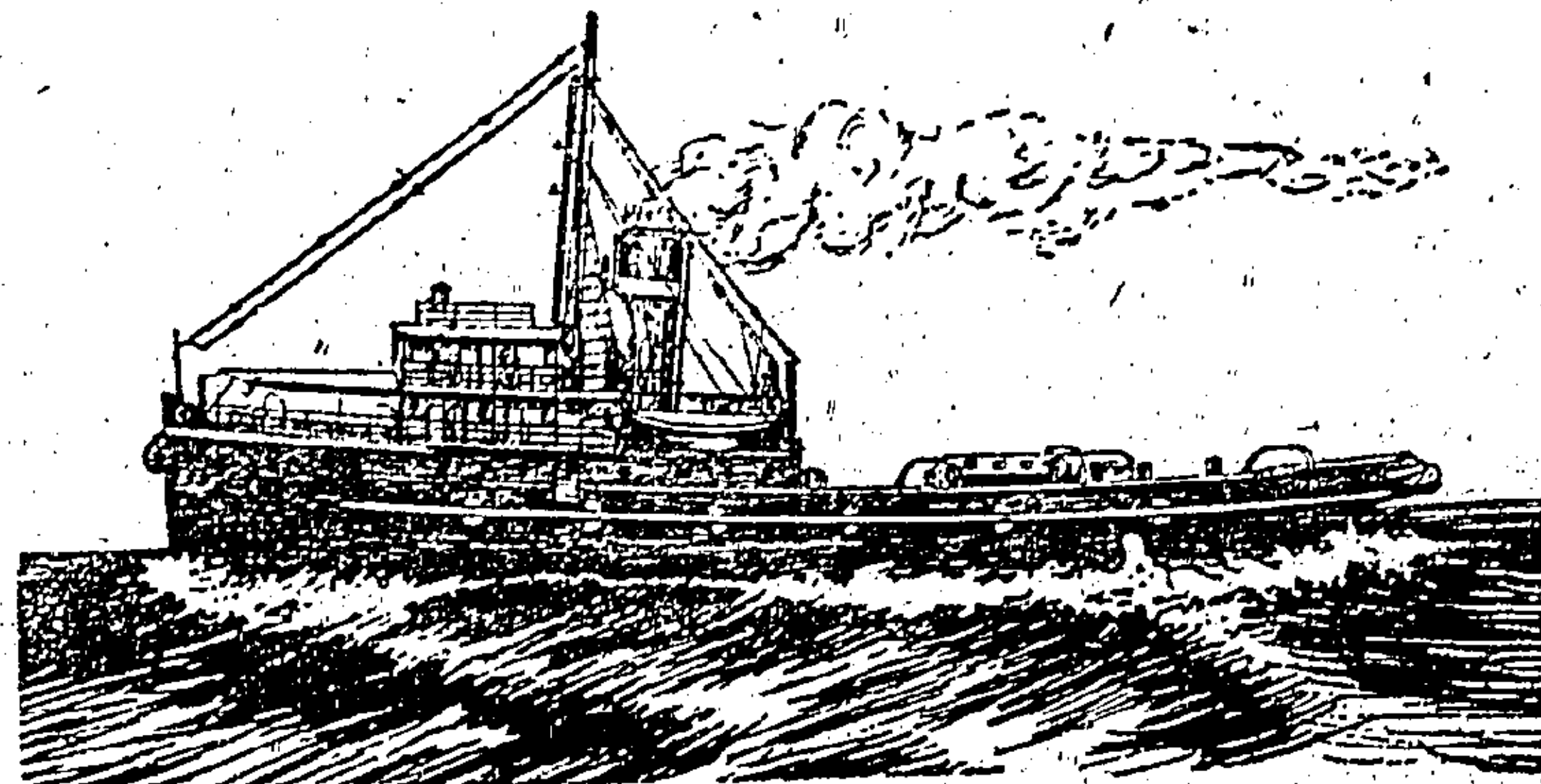
Telephone: Central No. 215 ext. 12 and Central 2466

The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 165' B.P., Breadth 34' (m) Depth 17' (m) L.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

SHIPPING NEWS

ARRIVALS

May 21st.
Potung, Chinese str., 234 tons, Capt. Ho Kam Hie, from Kwangchowwan, with a general cargo.—Chun Tung & Co.
Summing, British str., 1,750 tons, Capt. H. A. Wavell, from Shanghai, with a general cargo.—B. & S.
Tai Sang, British str., 1,544 tons, Capt. F. E. Lane, from Saigon, with rice.—J.M. & Co.

May 22nd.
Cheong, Chinese str., 854 tons, Capt. Chan Chai, from Kwangchowwan, with a general cargo.—Yan Woo & Co.
Dunlop, Norwegian str., 1,102 tons, Capt. N. Hjorth, from Hongkong, with a general cargo.—Yuen Shing Fat.
B. Sang, British str., 1,127 tons, Capt. R. C. Thompson, from Swatow, with a general cargo.—J.M. & Co.
Clyde, American str., 1,672 tons, Capt. C. Anderson, from Saigon, with rice.—Marine Oriental Line.

May 23rd.
Hsinan, Chinese str., 818 tons, Capt. O. J. Sauer, from Swatow, with a general cargo.—Yan Woo S.S. Co.
Kia, Japanese str., 3,353 tons, Capt. N. Kamada, from Shanghai, with a general cargo.—N.Y.K.
Zak, American str., 1,672 tons, Capt. F. Malin, from Saigon, with rice.—Admiral Oriental Line.

May 24th.
Mitsui, Japanese str., from Canton.
Rene, French str., 317 tons, Capt. A. Mouton, from Hongkong, with a general cargo.—The W. & C. Co.
Soudan, British str., 1,817 tons, Capt. H. M. M. Collier, R.D., from Hongkong, with a general cargo.—Mackinnon, Mackinnon & Co.

May 25th.
Neechen, British str., from Canton.
Van Vollenhoven, French str., 704 tons, Capt. J. Mathias, from Haiphong, with a general cargo.—Kai Yue & Co.
Wang, Japanese str., from Canton.

CLEARANCES

May 22nd.
Fook Sang, for Swatow.
Guanth, for Bangkok.
Huiyung, for Swatow.
Jinay, for Amoy.
Kaiyung, for Pakhoi.
Kwangchow, for Swatow.
Lung Shan, for Canton.
Lok Sang, for Canton.
Mitsui, for Bangkok.
Potung, for K. C. Wan.
President, for Shanghai.
President, for Saigon.
Rangoon, for Bangkok.
Sungai, for Canton.
Soudan, for Shanghai.
Summing, for Canton.
Szechuen, for Amoy.
Tang, for Kueiching.
Unkai, for Kueiching.
Wing, for Chingwang.

SHIPPING MOVEMENTS

The s.s. *Tyngrie* (Richmers Line) left Colombo on May 18th, is expected to arrive here from Hamburg and Antwerp, on or about June 2nd.

The R.M.S. *Empress of Asia* left Nagasaki on Monday, May 21st, at 6 p.m., and was due at Kobe yesterday, May 22nd, at 4 p.m.

The N.Y.K. s.s. *Aki Maru* (Australian line) left Nagasaki for Hongkong on May 22nd, and is expected here on May 26th.

NEW FRENCH LINER

THE "ARABIS"

The *Arabis* correspondent at Paris in a message dated April 12th said:—

The Messageries Maritimes new liner *Arabis*, which has been constructed in the building yards of La Gironne, will shortly leave Bordeaux for Marseilles, whence she sails on her maiden voyage to China and Japan.

She has a length of 1,140ft. and a displacement of 20,320 tons, and can carry 101 first-class passengers, 116 second-class, and 110 third-class. The oldest French Navigation Company thus possesses the most modern of French liners, the interior of which has been artistically decorated and luxuriously appointed.

SURGERY AND WIRELESS

INCIDENT ON BIBBY LINER

Nineteen months old Tony Claydon, a small passenger from Liverpool, to Rangoon, via Egypt and Colombo, with his mother on the Bibby liner *Oxfordshire*, was troubled by an abscess in the mastoid bone, necessitating a very delicate operation and endangering his life, the abscess being perilously near the brain. Knowing that the *Oxfordshire*, of the same line, was engaged on transport duty, and conveying the Essex Regiment from Constantinople to India, with a military medical staff attached, was something over a hundred miles ahead, Captain Adamson, commanding the *Oxfordshire*, got into communication by radio with Captain Lyon, of the *Derbyshire*, and arrangements were made for the vessel to come together, when the oil burning ship *Oxfordshire*, making fifteen knots, should overtake the transport. While both vessels were under way, the ship's motor-boat, carried on all Bibby liners for such emergencies, and primarily for towing life-boats in case of "serious disaster," was in the water and speeding toward the *Derbyshire* to take off the waiting staff. After a consultation with the senior medical officer, Major Elliot, R.A.M.C., the operation was successfully performed by Dr. R. H. Huskinson, ship's surgeon, *Oxfordshire*, assisted by Captain J. A. Crow and Regt. Phillip, R.A.M.C., from the *Derbyshire*. The relief to the anxious mother can be better imagined than described. The lady is joining her husband at T. Y. Barron. She has already forwarded her glad news in response to Mr. Claydon's concerned inquiry regarding the boy, radio again coming into play. Built by the well-known firm, Harland and Wolff, Ltd., Belfast, all Bibby Line steamers are equipped with wireless sets installed by the Radio Communication Co., Ltd. This incident should serve as an example of what can be done in the practical application of modern invention.

WEATHER REPORT.

May 22nd at 12.12.—Pressure changes are small at all reporting stations.

Gradients are shallow from Shanghai to the Vissayas.

A shallow depression is shown over S.V. China and an anticyclone over Manchuria.

Hongkong rainfall for the 24 hours ending at 10 a.m., 22nd May, 0.00 inch. Total since January 1st, 10.73 inches, against an average of 19.08 inches.

The forecast for the 24 hours ending at noon, 23rd May, is as follows:—Forecast.

Hongkong to Gap Rock S. winds, moderate; sea, No. 1.

Formosa Channel The same as No. 1.

South coast of China between The same as Hongkong and Liancocks No. 1.

South coast of China between The same as Hongkong and Haicow No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 22nd.

Previous On Date On	Day	at	at
Day	at	6 a.m.	2 p.m.
Barometer	29.83	29.83	29.79
Thermometer	87	81	87
Humidity	87	80	63
Wind Direction	W	S	SW
Force	2	1	2
Weather	b	op	c
Rain	0.00	0.00	0.03

Highest open-air temperature on 21st 89

Lowest open-air temperature on 22nd 80

HONGKONG TIDE TABLE.

From May 23rd to 29th, 1923.

Days of Week	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Wed.	23	h. m.	ft. in.	h. m.	ft. in.

Days of Week	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Thurs.	24	h. m.	ft. in.	h. m.	ft. in.

Days of Week	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Fri.	25	h. m.	ft. in.	h. m.	ft. in.

Days of Week	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Sat.	26	h. m.	ft. in.	h. m.	ft. in.

Days of Week	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Sun.	27	h. m.	ft. in.	h. m.	ft. in.

Days of Week	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Mon.	28	h. m.	ft. in.	h. m.	ft. in.

Days of Week	Days of Month	H'kong Standard Time	Height	H'kong Standard Time	Height
Tues.	29	h. m.	ft. in.	h. m.	ft. in.

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VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & PANAMA	Mayebashi Maru	Jap.	Nippon Yusen Kaisha	On 2nd June
NEW YORK & BOSTON	Roman Prince	Brit.	Prince Line	About 11th June
BOSTON & NEW YORK via SUEZ	City of Birmingham	Brit.	The Bank Line, Limited	On 25th May
SAN FRANCISCO, &c.	Doylestown	Am.	Strathers & Barry	On 18th June
VICTORIA & VANCOUVER, B.C. via SHANGHAI, &c.	Empress Russia	Brit.	Canadian Pacific S. S. Ltd.	About 11th June
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Shidunoh Maru	Jap.	Nippon Yusen Kaisha	On 4th June
VICTORIA, SEATTLE & VANCOUVER	Hawaii Maru	Jap.	Osaka Shosha Kaisha	On 4th June
VANCOUVER via SHANGHAI & JAPAN, &c.	Achilles	Brit.	Butterfield & Swire	On 18th June
MARSEILLES, LONDON & ANTWERP	Empress Canada	Brit.	Canadian Pacific S. S. Ltd.	On 2nd June
MARSEILLES, &c.	Nyranas	Brit.	P. & O. S. S. & A. L.	On 30th May, 11 a.m.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	Angers	Freu.	Messageries Maritimes	On 25th June
MARSEILLES, &c.	Ambrise	Freu.	Messageries Maritimes	On 23rd May
MARSEILLES, LONDON, ANTWERP & HAMBURG	Cordillere	Freu.	Messageries Maritimes	On 11th June
MARSEILLES, HAVRE, LIVERPOOL & GLASGOW	Kitano Maru	Jap.	Nippon Yusen Kaisha	On 23rd May
LONDON, HULL, ROTTERDAM & HAMBURG	City of Tokio	Brit.	The Bank Line, Ltd.	On 18th June
GENOA, LONDON, ROTTERDAM & HAMBURG	Elpenor	Brit.	Butterfield & Swire	On 18th May
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Automaton	Brit.	Butterfield & Swire	On 14th June
ANTWERP, ROTTERDAM & HAMBURG	Amur Maru	Jap.	Osaka Shosen Kaisha	On 25th May
HAVRE, ANTWERP & DUNKIRK	Glenariff	Brit.	Jardine, Matheson & Co., Ltd.	On 24th May
HAVRE, ANTWERP & DUNKIRK	Oustkerk	Dut.	Jawa-China-Japan-Lijn	About 4th June
BOMBAY via SINGAPORE, COLOMBO	Adolf von Bayer	Ger.	Reuter Broskelmann & Co.	About 27th May
SHANGHAI & CANTON	Meinam	Freu.	Messageries Maritimes	On
SINGAPORE, PANANG, COLOMBO & BOMBAY	Lt. St. Loubert-Bis	Freu.	Messageries Maritimes	On 27th May
SINGAPORE & BELAWAN-Deli	Wakasa Maru	Jap.	Nippon Yusen Kaisha	On 3rd May, 3 p.m.
BRINDISI, VENICE & TRIESTE	Hosang	Brit.	Jardine, Matheson & Co., Ltd.	On 6th June
HOIHOI PAKHOI & HAIPHONG	Soudan	Brit.	P. & O. S. S. & A. L.	On 24th May
HAIPHONG via SHANGHAI & PAKHOI	Van Overstraten	Dut.	Jawa-China-Japan-Lijn	On 6th June
KEELUNG via SHANGHAI & AMOY	Nippon	Brit.	Dodwell & Co., Ltd.	On 5th June, 11 a.m.
AUSTRALIAN PORTS via MANILA	Yunnan	Brit.	Butterfield & Swire	About 31st May
AUSTRALIAN PORTS	Taiwa Maru	Jap.	Yamashita Kisen Kaisha	About 31st May
SHANGHAI & JAPAN	Sunna Maru	Jap.	Yamashita Kisen Kaisha	About 31st May
SHANGHAI, YOKOHAMA & KOBÉ	Hingun	Brit.	Jardine, Matheson & Co., Ltd.	On 25th May, 2 p.m.
MAKASSAR & SOERABAYA	Aki Maru	Brit.	Nippon Yusen Kaisha	On 25th May
JAPAN PORTS	Easton	Brit.	P. & O. S. S. & A. L.	On 2nd June
TIENTSIN	Changsha	Brit.	Butterfield & Swire	On 23rd May, 4 p.m.
BANKA, BELITON & JAVA	Kwongshang	Brit.	Jardine, Matheson & Co., Ltd.	On 25th May, Noon
CALCUTTA, SINGAPORE & RANGOON	Muroran Maru	Jap.	Nippon Yusen Kaisha	On 25th May
BANGKOK & BANGKOK	Japan	Brit.	Butterfield & Swire	On 25th May, 4 p.m.
SWATOW & BANGKOK	Shantung	Brit.	Butterfield & Swire	About 31st May
SWATOW, AMOY & POONHONG	Pinnu-Li	Dut.	Jardine, Matheson & Co., Ltd.	About 24th May
SWATOW, AMOY & POONHONG	Tilman Maru	Jap.	Osaka Shosen Kaisha	On 28th May
MANILA	Chipping	Brit.	Jardine, Matheson & Co., Ltd.	On 20th May, Noon
MANILA & SINGAPORE	Tivak	Dut.	Jawa-China-Japan-Lijn	About 28th May
	Honolulu Maru	Jap.	Osaka Shosen Kaisha	On 25th May, Noon
	Chakang	Brit.	Jardine, Matheson & Co., Ltd.	On 6th June
	Kalgan	Brit.	Butterfield & Swire	On 25th May, Noon
	Haiching	Brit.	Butterfield & Swire	On 25th May, 4 p.m.
	Loongang	Brit.	Douglas Lapraik & Co.	On 25th May, 1 p.m.
	West Cetus	Am.	Jardine, Matheson & Co., Ltd.	On 25th May, 3 p.m.
			Strathers & Barry	On 25th May

"ELLERMAN LINE"

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & "CONTINENT SERVICE"

OUTWARDS.

CITY OF MANCHESTER" 9th June ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

CITY OF TOKIO" 8th June ... Marseilles, London & Hamburg.
CITY OF MANCHESTER" 17th July do.

PASSAGE RATES TO LONDON.

"A" Class Steamers	1st Class £92—2nd Class £62
"B" Class Steamers	1st Class £84—2nd Class £56
"C" Class Steamers	1st Class £56

N.B.—"C" Class Steamers comprise those of the "C" type which have accommodation for a few passengers, but do not carry Doctor or Stewardess.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE LTD.
(Tel. Central 769)

HOLYOAK, MASSEY & CO., LTD., CANTON.

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong

CITY OF BIRMINGHAM	via Suez Canal	25th May
OANFA	via Suez Canal	5th June
CITY OF PITTSBURG	via Suez Canal	15th June
KEELUNG	via Suez Canal	25th June

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)

HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M.**MESSAGERIES MARITIMES**

SERVICES CONTRACTUELS

M.

Mail Steamers.	Next Sailings from Marseilles.	Next Arrivals from Hongkong for Shanghai and Japan.	Next Arrivals from Hongkong for Marseilles.
AMBOISE	—	—	25th May
CORDILLERE	—	—	11th June
ANGERS	—	—	25th June
ORILLI	20th April	23rd May	5th July
PORTOES	4th May	5th June	19th July
ANGKOR	18th May	19th June	23rd July
	1st June	3rd July	5th Aug.

RATES OF PASSAGE—MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS	1st Class £85.00.0d.	B CLASS	1st Class £80.00.0d.
STEAMERS	2nd " 68.00.0d.	STEAMERS	2nd " 62.00.0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats)

CITY OF MANCHESTER" loading for HAVRE, ANTWERP & DUNKIRK, about 27th May.

MESSAGERIES MARITIMES CO.,
3, QUAI DE BONAPARTE, 3.

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in saloons.

Saloons and Excellent cuisine

FOR

SWATOW, AMOY & FOOCHEW

AND RETURN

(Occupying 9 or 10 Days)

HAICHONG	Capt. J.S. Thomson	Friday,	25th May, at 1 p.m.
HAICHONG	Capt. W.C. Passmore	Tuesday,	29th May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier)

For Freight and Passage apply to—

DOUGLAS LAPIRAK & CO.,

General Managers.

JAPAN COAL

GENERAL IMPORTS & EXPORTS

AGENTS FOR:—
THE MITSUBISHI MARINE & FIRE INSURANCE CO.,
THE OSAKA MARINE & FIRE INSURANCE CO.**MITSUBISHI SHOJI KAISHA**

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKYO

No. 14, PEDDER ST., HONGKONG

**P. & O., British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES INCORPORATED IN ENGLAND)

MAIL AND PASSENGER SERVICESSTRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, ETC.**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.**
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"ALFORD"	5,272	29th May, Noon	Singapore, Penang & Bombay.
"NYANZA"	7,600	30th May, 11 a.m.	Marseilles, London & Antwerp.
"LAHORE"	8,352	4th June	Singapore, Colombo & Bombay.
"SOUFIA"	6,700	5th June	Singapore, Penang, Colombo & Bombay.
"TEYPORE"	6,818	12th June	Marseilles, London & Antwerp.
"SARDINIA"	6,580	13th June	Singapore, Penang, Colombo & Bombay.
"DELTA"	8,097	27th June	Bombay, Marseilles, London & Antwerp.
"SICILIA"	6,813	28th June	Singapore, Penang, Colombo & Bombay.
"MALWA"	10,341	11th July	Bombay, Marseilles, London & Antwerp.
"DEVANHA"	8,092	25th July	Marseilles, London & Antwerp.
"ROTTAN"	6,586	26th July	Singapore, Penang, Colombo & Bombay.
"KATIA"	9,017	8th Aug.	Bombay, Marseilles, London & Antwerp.
"KAFHER"	8,841	22nd Aug.	Marseilles, London & Antwerp.
"SICILIA"	6,813	22nd Aug.	Singapore, Penang, Colombo & Bombay.
"MACDONALD"	10,512	29th Sept.	Marseilles, London & Antwerp.
"DONGOL"	8,056	19th Sept.	Bombay, Marseilles, London & Antwerp.
"MANTUA"	10,902	3rd Oct.	Bombay, Marseilles, London & Antwerp.

BRITISH INDIA - APCAR SAILINGS

"JANUS"	4,824	13th June	Calcutta via Singapore & Penang
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EASTERN & AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	2nd June	(Manila, Fandskup, Thursday Island, Townsville, Brisbane, Sydney & Melbourne)
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Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The U. & O. Royal Mail Steamers to London via Suez Canal (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape
The New Zealand Shipping Co.'s Steamers for Southampton and London via the Panama Canal**SAILING TO SHANGHAI & JAPAN**

"JANUS"	4,824	24th May, D.L.	Amoy, Moji & Kobe.
"JAPAN"	6,052	30th May	Shanghai & Japan.
"DEVANHA"	8,092	3rd June	Shanghai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	12th June	Japan direct.
"SICILIA"	6,813	15th June	Shanghai only.
"MALWA"	10,941	17th June	Shanghai only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must defray their own Hotel expenses at Singapore while waiting on the carrying steamer.

First Saloon Passengers may travel by R.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans, free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Frights Handbooks, etc., apply to—

PACIFIC COAST, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG.

Agents.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For **BOSTON**
and
NEW YORK

R.R. "ROMAN PRINCE" ... on or about 11th June.

S.S. "GAELIC PRINCE" ... on or about 1st July.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED,Telephone: Central 5165
Telegrams (Furprince)(Incorporated in Great Britain)
St. George's Building

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**C. N. C.
CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
JAVA	"TAIKOO WANG YI"	On 23rd May.
HONGKONG, PAKHOI & HAIPHONG	"YUNNAN"	On 24th May, 11 a.m.
SWATOW & SHANGHAI	"SUNNING"	On 24th May, Noon.
TIENSIN & NEWCHANG	"PAOTING"	On 25th May, 4 p.m.
NINGPO	"TIENSIN"	On 25th May, 5 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 26th May, 4 p.m.
SWATOW, SHANGHAI & FUKOW	"KANCHOW"	On 27th May, Noon.
HAIPHONG	"WUHO"	On 28th May, 11 a.m.
SWATOW & HANGKOK	"KALAN"	On 29th May, Noon.
MANILA	"TIAN"	On 30th May, 4 p.m.
AMOI & SHANGHAI	"LIANGHONG"	On 30th May, 4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Fuzhou), Tuesdays and Thursdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woonan.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 33

(JOHN SWIRE & SONS, LTD.)

CARGO & PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE, John Swire & Sons, Ltd.

AUSTRALIAN ORIENTAL LINE

(HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.)

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports.
"CHANGSHA"	31st May	30th May, 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD & SWIRE

Telephone Central No. 36.

(JOHN SWIRE & SONS, LTD.) Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

FROM HONGKONG BY DIRECT ROUTE.

S.S. "Doylestown"	Due Hongkong	25th May
U.S.S.B. "Marsa"	Leave Hongkong	25th May
	Due Hongkong	24th June
	Leave Hongkong	24th June

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLANDPOINTS.

TO MANILA AND SINGAPORE.

U.S.S.B. "West Cactus"	Due Hongkong	25th May
	Leave Hongkong	25th May
U.S.S.B. "West Ivan"	Due Hongkong	12th June
	Leave Hongkong	13th June

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

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1st Floor, Queen's Building,

Phone Central No. 3008.

G. P. BRADFORD, Res. Agent.

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DODWELL & CO., LIMITED

REGULAR SAILINGS TO NEW YORK & BOSTON.

For NEW YORK & BOSTON via SUEZ

S.S. "KENDAL CASTLE" ... sailing on or about 5th June.

S.S. "WRAY CASTLE" ... sailing on or about 8th July.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

PIRELLA having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

FOR BRINDISI, VENICE & TRIESTE

S.S. "NIPPON" ... sailing on or about 5th June.

S.S. "PIRELLA" ... sailing on or about 28th June.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "PIRELLA" ... sailing on or about 31st May.

Passengers Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... sailing on or about 31st May.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

Agents.

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